

Volume 36

business men that it would be the most colorful demonstration in the history of New England. He appealed to them especially to purchase floats for the parade.

Speaking in favor of the historical float pageant in the parade, the Mayor urged the business leaders to contribute floats, stating that the demonstration might well replace the psychology of fear with a spirit of optimism, creating a new era of buying among the people, now holding back because of the business depression and unemployment problem.

Big Business Interested

Speakers offering their support to the Mayor and the tercentenary committee at the luncheon included Manager Frank S. Davis of the maritime bureau of the Chamber of Commerce, President John H. Johnson of the Boston Hupmobile company, Major H. L. Harris of the United Fruit Company, Olin M. Jacobs of the confectionary manufacturers, Major Alton Briggs of the Fruit and Produce Exchange, Major Charles T. Cahill of the United Shoe Machinery Company, J. J. Smith of the Loose Wiles Biscuit Company, W. A. Muller of the insurance group, John N. Fulham of the fish industry, E. J. Pine of H. P. Hood's, A. E. Richardson of the Whiting Milk Company, Julius Daniels of the Edison, Carroll Swan of the advertising group, Ralph Eastman of the State Street Trust Company, James J. McGuinness and Charles T. Winston of the theatre group, Vice-President Joseph E. O'Connell of the National Shawmut Bank, and Everett B. Mero of the citizens' tercentenary group.

Needs 10 More Floats

Pageant Parade Director A. L. Vollman announced that the Loyal Order of Moose had taken charge of the marching tableaux and stated that with 10 more floats he could produce the greatest pageant parade in the history of New England.

Former Lieutenant-Governor Edward P. Barry pointed out that there were 3000 business houses employing at least 100 persons each, and insisted that if they contributed costumed marching groups no city in the country could compare with Boston's parade demonstration.

Representing important business groups at the luncheon were B. G. Hawkins and T. F. Lockney of the Jordan Marsh Company, Frank A. Black of Filene's, H. D. Ross of the Leopold Morse Company, Thomas L. O'Connor of the F. P. O'Connor Company, A. Barry Bacon of Chandler and Company, Edmund O'Connell of the E. T. Slattery Company, J. E. Harrell of the New England Telephone and Telegraph Company, J. V. Ballard of the Salada Tea Company, C. S. Henshaw of the Noyes Buick Company, Vice-President Theodore M. Logan of the Federal National Bank, Ralph F. George of the Atlantic National Bank and C. J. Swenson of the Merchants National Bank.

SAIL ON LACONIA

That Atlantic storms and heavy seas may not prevent Lord Mayor Reuben Salter of Boston, Eng., from arriving here in time to participate in the tercentenary celebration, Mayor Curley last night appealed to him to sail to Boston, instead of Montreal.

It was only yesterday that the English Mayor altered his plans, explaining that he would have to land in Canada as the ship for Boston had a capacity crowd and he could not obtain cabins for his entourage.

But Mayor Curley late yesterday conferred with Charles Stewart, representative of the Cunard Line here, and the latter immediately made arrangements to accommodate the entire party on the liner Laconia, leaving Liverpool, Sept. 6, and arriving here Sept. 14.

This ship was his original selection but when Mayor Salter found that there would be no room for members of his city government, he transferred passage to the Cunard liner Ascania, leaving Southampton, Sept. 6, but arriving at Montreal on either Sept. 14, or the following day.

As the Boston celebration will open Sept. 14, Mayor Curley feared that storms might delay the Ascania and further time would be taken up traveling from Montreal to this city, so that the chief guest of the celebration would not reach here until after the 300th anniversary party was over. So he cabled to Mayor Salter to change his plans once more.

Mrs. Salter will not be able to come here on account of her health, the Lord Mayor reported yesterday to Mayor Curley, at the same time thanking Mrs. Robert F. Herrick for her kind offer to defray the expenses of the Mayor's.

CHIDES MAYOR FOR CHARGES

Nichols Denies No Cash Left for Tercentenary

Former Mayor Malcolm E. Nichols last night issued the following statement in response to Mayor Curley's statement that the former administration left an atmosphere of hostility and lack of funds for the tercentenary celebration:

"I wish the Mayor of Boston all success in his conduct of the tercentenary celebration and it is therefore incredible to me that he could have made the ungenerous statement, as quoted, to the effect that his predecessor had created an atmosphere of hostility and had provided no funds for the tercentenary.

The incoming administration was provided with all the resources possible and with freedom from any embarrassment. The cash deficit which I had at the beginning of my administration amounting to \$1,500,000 and the cash surplus which I left at the end of it of \$800,000 gave his Honor a net cash advantage over me of \$2,300,000 at the start of his administration.

"And he had other substantial resources together with the product of the best advertising and publicity genius in the world prepared under the direction of the tercentenary committee.

"It was as good a foundation as heart could wish to build upon. He has no cause for complaint."

Two Million to View Big Hub Parade

Representatives of the business, financial and industrial interests of Boston pledged their support to Mayor Curley yesterday in his efforts to have Boston Day, Sept. 17, observed by a general half-holiday to permit a parade through the downtown streets.

Today as a result of these pledges at a luncheon in the City Club letters will go out to the heads of all the department stores, the wholesale and retail business concerns inviting them to close for half a day and unite in the celebration.

Gen. Edward L. Logan informed the gathering that it is planned to have a parade with 35,000 in line, to be witnessed by 2,000,000 people, swinging through the business section of Boston, now barred during business hours to demonstrations of this kind.

Mayor Curley declared the half holiday was necessary to prevent the disruption to business and traffic that the parade would mean if the stores were open. He said an invitation had been extended to the mayor of every Canadian city and officials of the Dominion government to attend.

Former Mayor John F. Fitzgerald also urged the half day closing. At Mayor Curley's suggestion the diners unanimously voted to request the business men of the city to close. Daniel Bloomberg of the retail trade board of the Chamber of Commerce said a meeting would be held on Wednesday to consider such action.

Curley Asks English Mayor to Shift Plan

Mayor Curley cabled to Mayor Reuben Salter of Boston, Eng., yesterday asking him to come here on the Laconia to be here in time for the reception in his honor, planned for September 16, Boston week, after learning that the guest of honor had planned to arrive at Montreal on another boat.

Post 8/26/30

BUSINESS HOUSES SUPPORT PARADE

Floats and Groups of Employees in Costume Likely---Sept. 17th a Half Holiday in City



TWO VETERAN PARADERS

Dennis H. Daly, left, and Thomas A. Mullen, both of whom marched in the parade which marked the city's celebration of its 250th birthday, 50 years ago, shown as they discussed the coming tercentenary parade with Mayor Curley.

Boston business leaders pledged their support to the tercentenary celebration at a luncheon held yesterday at the City Club by Mayor Curley who urged that a half-holiday be declared for Boston Day, Sept. 17, to make way for the big parade of 40,000 marchers.

To take action on the Mayor's recommendation and to make further

plans for a special contribution to the city's 300th anniversary birthday party, the Retail Trade Board will hold a special meeting tomorrow at the Chamber of Commerce building.

FIRMS TO PROVIDE FLOATS

Manager Daniel Bloomfield of the board informed the luncheon group that the retail merchants were imbued with the spirit of co-operation and were anxious to assist the Mayor in making the tercentenary celebration the best

on record.

From President Frank I. Dorr of Raymond's, the Mayor received a message, reading: "I'm with you, Mister Mayor. Go to it." Other representatives promised to take up with their firms the plan to purchase floats for the parade and provide their employees with costumes and uniforms to appear in the procession as marching groups.

Chairman John F. Fitzgerald of the Boston tercentenary committee served as toastmaster at the luncheon assembly of 300 business heads, and presented the speakers.

50 Firms in 1880 Parade

Addressing the group Mayor Curley declared that 50 years ago Mayor Frederick O. Prince declared a holiday for the 250th anniversary celebration, and 140 commercial and industrial firms participated in the parade with floats, bands and marching groups.

Recalling the story of the 50-year-old parade, the Mayor declared that 50 of the firms of that day are still doing business here, and I hope they will parade again this year. In the 1880 parade the brewers contributed a spectacular feature.

"It is unfortunate that the breweries cannot enter a float this year," smiled the Mayor, adding "But if the bootleggers took the place of the old breweries in the line of procession, it would take many hours for the parade to pass. And if the bootleggers' customers would get into line, it would make a year-round parade."

The Mayor presented Attorney Thomas A. Mullen and Dennis Daly, who paraded with the Boston Latin School cadets 50 years ago, and who will march with their school group in the tercentenary parade on Sept. 17.

Pointing to the late start made by the city on the tercentenary plans, the Mayor spoke in praise of the features being held nightly on the Common and the Franklin Park playstead, which have been attracting from 10,000 to 50,000 spectators a night.

Starts on Sept. 14

The chief features of the celebration of Boston week, starting Sept. 14, said the Mayor, would be the illuminated float parade on the night of Sept. 15, the dedication of the founder's memorial on the Common and the town meeting at Boston Garden on the following night, and finally the big parade on Sept. 17.

In addition to securing the presence of the members of the city government of Boston, England, for the celebration, the Mayor said that he had received acceptances from the government officials and the Mayors of Canada and the provinces. "This is the first attempt to create good will between the United States and the great nation to the North, with all the advantage of trade relations," said the Mayor.

Parade at Noon

As features of Boston Week, the Mayor said, Secretary of the Navy Charles Francis Adams, descendant of two Presidents, will deliver the tercentenary oration, and Edwin Markham, whom he characterized as "the outstanding poet of our day," will deliver a special poem which he is writing for the tercentenary. Madame Schumann-Heink will come from Colorado, Calif., to sing, the Mayor stated.

The parade, said the Mayor, will start at noon and last until 8 or 9 o'clock on the night of Sept. 17. It will comprise, he said, the largest delegations of regular army, navy, national guard and veterans ever assembled here.

Lieutenant-General Edward L. Logan, appointed by Mayor Curley to serve as chief marshal of the parade, told the

ASK SALTER TO CHANGE PLANS

Boston Officials Fear
English Mayor Will
Miss Garden Fete

URGED TO EMBARK ON EARLIER SHIP

His Worship Reuben Salter, Lord Mayor of Boston, England, was asked yesterday to change his plans to insure his attendance at the Towne Meeting in Boston Garden, on the evening of Sept. 16.

If the English mayor, who will be the principal guest of the city during the tercentenary celebration of Boston week adheres to the plan, made known to Mayor Curley yesterday, and crosses the Atlantic upon the Ascania, which makes port at Montreal, he may reach Boston too late to attend the Boston Garden event.

EARLIER SAILING ASKED

To guard against such a possibility, Mayor Salter was asked by cable to embark upon the Laconia, which is scheduled to reach Boston, Sept. 14, and thereby allow sufficient leeway to make possible his attendance at the Garden exercises, even though the steamer should be delayed by storms.

Charles Stewart, representative of the Cunard line, told tercentenary officials that delay to the Ascania would make impossible the scheduled arrival in Boston of the visiting delegation.

Mayor Salter advised Mayor Curley that he will be accompanied by Deputy Mayor Arthur Bailey and Mrs. Bailey, who holds the designation of deputy mayoress; Councillor James Tait, who is an ex-mayor, and Mrs. Tait, and Councillor Jabez Holland Mountain.

Because of her health, Mrs. Salter will be unable to make the trip. Mayor Salter assured Mayor Curley that the absence of Mrs. Salter will not be due to financial reasons but he expressed his appreciation of the generous offer of Mrs. Robert F. Herrick to assume the cost of the trip if Mrs. Salter cared to come here.

HOLDS MANY OFFICES

Mayor Salter informed Boston through Mayor Curley that he is also the chief magistrate, the admiral of the port, justice of the peace and chairman of the water committee of Boston, England.

Councillor Tait is a prosperous timber merchant, Councillor Mountain is a cattle dealer, farmer and miller, and one of the best known men in South Lincolnshire, and Deputy Mayor Bailey is a chemist.

The English mayor expressed gratification over the visit of the three sons of Mayor Curley to the English town a few weeks ago and looks forward to meeting them again in Boston.

BUSINESS MEN PLEDGE SUPPORT TO BIG PARADE

200 Assure Mayor They
Will Work for Success
Of Boston Day

35,000 ARE EXPECTED
TO BE IN LINE SEPT. 17

50 Firms That Participated
In 1880 Are Still in
Existence Here

Boston industries and business organizations yesterday responded to Mayor Curley's call for assistance by pledging their enthusiastic co-operation and active support to make the parade on Boston day, Sept. 17, a memorable and history-making municipal event.

A parade of 35,000 is the ambition of Mayor Curley and if the industries, the business organizations and the retail merchants give aid comparable to that which made the parade in observance of the 250th anniversary of the founding of the city so successful, the mayor is certain that his plans will be realized.

At the City Club, yesterday, where he addressed 200 representatives of business concerns, the mayor stimulated a lively interest in the parade and drew from representatives of organizations and corporations assurances of assistance.

Gov. Allen has promised to order all of the national guard units in Greater Boston to parade and the school committee is preparing to order the school cadets and to ask high school girls to participate.

Of the 140 corporations and firms which were represented in the parade of 1880, 50 are still carrying on with unchanged names, and the mayor is anxious that all of them shall participate.

WOULD CLOSE STORES AT NOON

He asked the retail merchants to close their stores at noon on Boston day and Daniel Bloomfield, secretary of the retail trade board, made known that the merchants, who are anxious to co-operate, will decide the question of a half-holiday, as well as the participation of store employees in the parade, at a meeting tomorrow.

Mayor Curley read from the history of the 1880 parade many of its out-

standing features. In a facetious vein, after describing the prominence of the brewers in that demonstration, he said: "If we had the bootleggers to replace the brewers, it would take many hours for the parade to pass, and if we only could have those who do business with the bootleggers, the parade could continue the year round."

In discussing the Boston week program he announced that the majority of the mayors of cities in Canada will be the guests of the city. "It will be one of the first tangible efforts," he said, "to promote good-will with our Canadian neighbors. There is no section than our own New England more dependent upon satisfactory trade relations with Canada, and the representation of the cities of the Dominion of Canada at our tercentenary celebration ought to be a very powerful factor in the promotion of the good-will which we are all particularly anxious to maintain."

The mayor announced that former Boston Latin school cadets who paraded in 1880 are insistent upon marching again. He estimated that the army and navy units, the national guardsmen and the high school cadets will aggregate 20,000, that the veteran firemen will make "a mile of red shirts," and that the various racial groups who will be clothed in native costumes will be a picturesque feature.

The historical float pageant is expected to add to the parade and if the civic and business interests actively participate the mayor believes that the goal which has been set will be passed.

CROWDS ON THE COMMON

Those persons who exclaim, "A reporter's exaggeration," when they read of the large crowds which go to the Common night after night, would do well to become a part of the throng and verify the newspaper estimates. Assemblages of 10,000 and 15,000 are not unusual. The police say that 20,000 have been present on some occasions. The multitude which covered Monument hill and the parade ground on the day when H. A. L. Fisher made his memorable address has been equalled, and perhaps exceeded. Interest in tercentenary exercises has increased, and the end is not yet in sight.

These tercentenary observances and the Esplanade concerts carry a little lesson. It is that people will go to open-air exercises of a certain kind in large numbers if the events are adequately announced in advance. It is safe to say that the Common has never before had so many large crowds on successive nights as in the last few weeks. Persons who stay in the "heated" city at night are discovering that it is not heated or dull or demoralizing, but cool, wholesome, and restful. The experience of the tercentenary year may well stimulate our city officials to utilize the Common much more often than heretofore.

MAYOR CURLEY DEMANDS ADAMS KEEP BOSTON

NAVY YARD BUSY EQUIPPED FOR BEST WORK, HE SAYS

Mayor Tells Navy Secretary
This is a Poor Time to
Talk of Cutting Down

Secretary of the Navy Adams—a Massachusetts man—was today criticized by Mayor James M. Curley in connection with the report from Washington that the Boston Navy Yard is to be closed.

Mayor Curley declared the yard, with its superior equipment, should be preserved above all others, adding that with business emerging from depression and winter impending, this is no time to talk economy.

The report from Washington stated that all yards on the coast, with the exception of Brooklyn and Norfolk, were to be closed.

This action, together with the disposal of shore properties acquired during the World War, it is estimated will save the government \$20,000,000 annually.

"The proposition to discontinue the Boston Navy Yard," said Mayor Curley, "has been the subject of recommendation, consideration and rejection for more than a quarter of a century.

"The Boston Navy Yard is the oldest in the United States. It contains the most complete rope making plant to be found in any United States navy yard; also one of the best anchor chain shops and exceptional drydocking facilities.

"It is inconceivable that, with a Massachusetts man as Secretary of the Navy, the recommendation such as proposed would be permitted to receive serious consideration."

If the Navy Yard is to close, as reported in the morning newspapers today, no official word of it has been received in this city.

"No official word of any change of any description in the Boston Navy Yard has come to the attention of the commandant," Capt. Arthur E. Abele, chief of staff at the yard, declared.

"It is difficult to conceive of the abandonment of Boston Navy Yard, from a defensive standpoint alone."

BUYING DRIVE IS URGED BY CURLEY

Spending Wave Would Start
Factories and Provide
Work, He Declares

In a stirring plea for a buying campaign, Mayor Curley, in a radio address last night, scored government officials and financial rulers of the country for their failure to relieve the unemployment situation.

Through station WNAC he called on the people of New England to "display the faith of the fathers and lead the way out of the present depression."

"The finances of the nation have never been on a sounder basis and banks have never been so plentifully supplied with funds and money has never been available at such a low rate for legitimate business needs," he said.

"While it is true that there is a surplus of raw material, it is equally true that every concern in America has been doing business with less than a month's supply on hand at any time.

"A buying wave tomorrow would mean depleted stocks of retailers and the starting of mills and factories with work and wages for everyone.

"Financial reports for the first six months of 1930 as contrasted with the same period in 1929, discloses that 763 firms made no changes in dividends, only 25 omitted dividends and 24 decreased dividends.

"The figures show the secret of the present depression to have been placed squarely on the shoulders of the workers.

"Dividends were maintained in many cases by retrenchment through the discharge of employees, unmindful of the fact that for every man discharged a thousand prospective customers, in the person of fellow employees, are stampeded into restricted expenditures through fear that they will be next."

Lack of building programs by government officials came in for sharp criticism by the mayor, who cited the fact that only \$21,000,000 has been spent out of \$520,000,000 allotted by Congress to relieve the unemployment situation.

The public can take the situation in its own hands through the buying campaign, he explained.

"If this is done by all, an impetus will be given that will be reflected in every artery of industry and will make necessary the immediate employment of nearly 3,000,000 persons, who today are without the means of a livelihood," he said.

ORDER OF AHEPA OPENS EIGHTH ANNUAL CONVENTION IN BOSTON

A Tercentenary and a Centenary were linked together yesterday at the Hotel Bradford by the opening of the eighth annual convention of the Order of the Ahepa, by which is meant the American Hellenic Educational Progressive Association. The members of this organization, American citizens of Greek birth or ancestry, are celebrating this year not only the 300th anniversary of the founding of Boston, but the 100th of the establishment of Greek independence, and the observances will be combined in the program.

The convention opened yesterday morning with a religious service, and continued with a number of addresses of welcome, especially one by Acting-Gov William S. Youngman. Yesterday afternoon the delegates settled down to convention business, but spent the entire afternoon in a spirited contest for the honor of convention chairman.

The two candidates for this post were both Bostonians, Harris J. Booras, supreme governor of the New England District, and Capt George Demeter, past supreme president and chairman of this year's banquet committee. After an afternoon's deadlock between the admirers of these two, a compromise candidate was elected convention chairman, V. I. Chibethes, of Brooklyn.

Religious Service

The religious service which opened the convention was conducted by Rt Rev O. K. Damaskinos, Archbishop of Corinth, Greece, who is in this country as a special prelate appointed by the Patriarch of Constantinople, assisted by Rt Rev Alexopoulos, Bishop of the Boston Diocese, and a number of other Greek Orthodox clergymen. The service was impressive, with chants, singing and prayers, in both Greek and English.

The two anniversaries which this organization is celebrating were brought together yesterday in the opening address by Harris J. Booras, presiding officer. He declared that "here on the historic soil of our Commonwealth was the emancipation of political government, here the Puritan forefathers in the year 1630 settled a colony founded upon the right of men to the blessings of equality, freedom, and independence.

"We have come here also to join in the celebration of the 100th anniversary of the Greek nation. In 1821, the Greek people raised the standard of revolt against their Turkish oppressors, and in their struggle, they found inspiration and encouragement in the great American precedent of 1776. In 1830, Greece was declared to be an independent state."

Lieut Gov Youngman Talks

Lieut Gov Youngman, in his address, declared that "when the heart of every Greek man and woman is big enough to include the love of their own beautiful blue and white flag as well as the Stars and Stripes, when they keep alive their splendid traditions, when they are true to their own religion, we respect them and, in the name of the Commonwealth of Massachusetts, we welcome you and your organization.

"We have great problems in this State, at the present time, of unemployment and business depression, but we have tremendous assurance for the solving of the problem in the enterprise, courage, skill and genius of the people that come to Massachusetts from Greece. We have passed the point of extreme low tide in our business depression and unemployment. The flood tide is coming in; it will come slowly but it is rising, and you and the citizens you represent will contribute great power to the rise of the tide. The more we can pull together the more quickly we are certain to get back the return of prosperity."

Other expressions of good will were extended yesterday in a letter and a telegram from President Hoover, by Atty Gen Warner, Thomas Mullen representing Mayor Curley, and H. J. Johnson, for the Boston Chamber of Commerce. Other addresses were delivered in Greek by the Archbishop, the Greek Ambassador to the United States, Hon Charalampos I. Simopoulos, George E. Philles, supreme president of the organization, and George Bassett, president of Athens Chapter, Boston.

Somerville Program Today

After a brief business session this morning, the Ahepa will, this afternoon, formally dedicate a monument presented the city of Somerville in honor of George Dilboy, a native of Alatsata, Asia Minor, whose heroic death, July 18, 1918, near Belleau, France, is one of the outstanding features of the World War. He was posthumously awarded the Congressional Medal of Honor, the highest decoration that the United States Government can bestow.

Dilboy served with Co H, 103 Infantry, 26th Division, and at the time of enlistment his parents resided at 85 Linwood st, Somerville. The monument, a bronze bust of Dilboy, resting on a granite base, has been placed on the lawn in front of the Somerville City Hall, where, at 3:30, the dedica-

DENIES HOSTILITY TO TERCENTENARY

Ex-Mayor Nichols Replies to Mayor Curley

Contradicts Statement of Lack of Funds for Celebration

Ex-Mayor Malcolm E. Nichols last night issued the following statement in response to Mayor Curley's statement that the former Administration left an atmosphere of hostility and lack of funds for the Tercentenary celebration.

"I wish the Mayor of Boston all success in his conduct of the Tercentenary celebration and it is therefore incredible to me that he could have made the ungenerous statement, as quoted, to the effect that his predecessor had created an atmosphere of hostility and had provided no funds for the Tercentenary.

"The incoming administration was provided with all the resources possible and with freedom from any embarrassment. The cash deficit which I had at the beginning of my administration amounting to \$1,500,000, and the cash surplus which I left at the end of it, of \$800,000, gave His Honor a net cash advantage over me of \$2,300,000 at the start of his administration.

"And he had other substantial resources together with the product of the best advertising and publicity genius in the world prepared under the direction of the Tercentenary Committee.

"It was as good a foundation as heart could wish for to build upon. He has no cause for complaint."

HERALD 8/26/30

THE COMMON TRIBUNE

To the Editor of The Herald:

The storm which blew down parts of the tribune was a blessing in disguise. If it is rebuilt, as announced, it is to be hoped that the architect will remedy its annoying defect by raising the platform a few feet and thereby enable the audience to see what is going on.

As it is, people stand on the benches in the endeavor to get at least a glimpse of the performance. I have attended a large number of the pageants on the Common, and not once, in spite of my forward seat, have I been able to see anything. The universal chorus of "sit down, sit down!" has no effect upon men, women and children who stand on the benches. By common assent the tribune is (using a theatrical expression) a flop.

ALBERT G. MITCHELL
Boston, Aug. 25.

GLOBE 8/27/30

ADAMS SHOWS NO CONCERN

Silent, but Doesn't Seem to Fear Yard Will Close

Curley, Butler, Dallinger and Andrew Protest

Messages to Washington Denounce Alleged Plan

NEWPORT, R I, Aug 27—Asked today by a Globe correspondent concerning the rumor that the Navy Department is going to close the Charlestown Navy Yard, Secretary of the Navy Charles Francis Adams said he is on vacation, and declined to be quoted. The correspondent departed, however, with the impression that there is no cause for alarm as regards the Charlestown yard.

PUBLIC OFFICIALS AROUSED BY NAVY YARD CLOSING TALE

Unofficial and unconfirmed reports that Navy Yards along the Atlantic Coast, including the Boston yard at Charlestown, are to be abandoned by the Navy Department brought forth a storm of protests from public officials yesterday in the form of telegrams to Washington and statements denouncing any such action.

Mayor Curley, in a statement, said that it is inconceivable that, with a Massachusetts man as Secretary of the Navy and familiar with the facts, that a recommendation such as is proposed would be privileged to receive serious consideration.

Ex-United States Senator William M. Butler sent a telegram to Secretary of the Navy Charles Francis Adams urging that the work at the Boston Yard not be stopped, while Congressman A. Platt Andrew of Gloucester requested information of Mr Adams as to whether there is any justification to the reports that all yards on the Atlantic Coast, except those at Brooklyn and Norfolk, Va, were to be shut down.

Congressman Dallinger sent his protest to Assistant Secretary of the Navy Jahnke.

Mayor Curley's Protest

Mayor Curley said:

The proposition to discontinue the Boston Navy Yard at Charlestown has been a subject of recommendation, consideration and rejection for more than a quarter of a century.

"The Boston Navy Yard is the oldest Navy Yard in the United States. It contains the most complete rope-manufacturing plant to be found in

any United States Navy Yard, also one of the best anchor chain shops, and exceptional drydocking facilities, with a channel that permits of passage to the largest ships of the fleet.

"During the period of the World War a number of first-class buildings were added to the plant's equipment, and some 17 years ago, I recall, during my term as a member of Congress, a modern system of powerful cranes was installed.

"It is located in an industrial center where high skilled mechanics live and labor. I am sure if any yard is to be abandoned, when one considers the advantages obtained at the Boston Navy Yard, it must be some other yard than the Boston Navy Yard.

"It is inconceivable that with a Massachusetts man as Secretary of the Navy and familiar with the facts, a recommendation such as is proposed would be privileged to receive serious consideration. At any event, at the present time when industry is just emerging from a period of depression, when the business sky is clearing and with an old New England Winter almost at hand, this is not the time to give serious thought to the saving of dollars at the expense of opportunities of a livelihood, and possibly the lives of worthwhile human beings."

Butler's Telegram

Mr Butler's telegram follows:

"The activities of the Navy Yard at Boston have already been curtailed and many men have been thrown out of work and some are threatened. I have endeavored to obtain for the yard some of the work incident to the reconditioning of certain Navy ships for the Coast Guard work, but it has been determined to give this work to another yard.

"Now comes the proposal to shut the yard. The work is needed now of all times. This is a short-sighted policy. It may save money, but it will not increase the efficiency of the Navy if it is required for action.

"The announcement in the papers this morning that the yard is to be closed causes grave concern, not only to those working in the yard, but to our citizens in general.

"I hope the effort will be abandoned and assurance given for the continuance of the yard."

Andrew's Message

Col Andrew is the Massachusetts member of the House Naval Affairs Committee, and as such has been the intermediary between the employees of the Charlestown yard and the Navy Department in their troubles of the last two years.

Congressman Andrew's telegram is as follows:

"Today's Boston papers carried stories that all the Atlantic Coast Navy Yards, except those at Brooklyn and Norfolk, are to be shut down. If the closing of the Boston yard is under contemplation after all the assurance given by the department during the year, and by yourself to me only a week ago, immense resentment will be inevitable.

HERALD 8/27/30

MAYOR CURLEY BANKS ON ADAMS

Confident Secretary of Navy Will Fight to Retain Boston Yard

Mayor Curley asserted today it is conceivable that Secretary of the Navy Adams, a Massachusetts man, intimately familiar with facts as well as existing conditions, will give serious thought before acceding to any proposal for the abandonment of the navy yard at Charlestown.

"The proposition to discontinue the Boston navy yard at Charlestown," said the mayor, "has been a subject of recommendation, consideration and rejection for more than a quarter of a century. The Boston navy yard is the oldest navy yard in the United States. It contains the most complete rope-manufacturing plant to be found in any United States navy yard; also one of the best anchor chain shops and exceptional dry-docking facilities, with a channel which permits of passage to the largest ships of the fleet.

"During the period of the world war, a number of first-class buildings were added to the plant equipment and some 18 years ago, I recall, during my term as a member of Congress, a modern system of powerful cranes was installed.

"It is located in an industrial centre where highly skilled mechanics live and labor. If any yard is to be abandoned, when one considers the advantages that obtain at the Boston Navy Yard it must be some other yard than the Boston Navy Yard.

"It is inconceivable that, with a Massachusetts man as secretary of the navy, familiar with the facts, that a recommendation such as is proposed would be permitted to receive serious consideration. In any event, at the present time, when industry is just emerging from a period of depression, when the business sky is clearing, and with a New England winter almost at hand, this is not the time to give serious thought to the saving of dollars at the expense of opportunities for a livelihood and possibly the lives of human beings."

GLOBE 8/27/30

CURLEY URGES START ON 1931 CITY BUDGET FIGURES

Department heads of the city of Boston, in conference yesterday, were notified by Mayor Curley to get busy and prepare their budgets for the year 1931 and turn them over to the Mayor by Nov 1.

Mayor Curley figures that an early start will permit of an early presentation of the budget to the Legislature in January and the Legislature then will have no occasion for delay in acting on the needs of the city.

TRANSCRIPT 8/27/30

Low Bids for City Work Often Fail

Mayor Curley Sees Greatest Measure of Help for Unemployed

Time was when failure to award city contracts to the lowest bidders was the subject of severe criticism. There is nothing in the city charter which limits such work to those who will do it for the least money. The charter, however, is insistent that all work for which \$1000 or more is required shall be advertised, and in order to award such contracts without advertising the department head is obliged to certify as to the emergency nature of the work.

Mayor Curley is breaking away from custom in awarding contracts to others than low bidders, thus exercising his judgment as practical administrator. A few weeks ago the seventh lowest bidder, the Coleman Bros., Inc., was awarded the contract for the construction of the new L Street Bridge, South Boston, for \$176,340, mainly because this concern was finishing another bridge near-by and could shift its equipment easily and guarantee a five months' job.

But there were other reasons for the success of the Coleman concern, as each bidder was scrutinized. Public Works Commissioner Joseph A. Rourke had passed over the concerns on grounds that one was inclined too much to litigation, another was too small to inspire confidence, another had no bridge experience, another did not stand well with the unions and another was inclined to find excuses for extra compensation.

Since that contract was awarded other contracts have revealed the failure of the lowest bidders to score. Today a contract was awarded to the Warren Steam Pump Company, the third lowest bidder, for an electrically driven pump at the Pumping Station to cost \$25,949, or \$1500 more than the next proposal. The excuse given by the mayor and Mr. Rourke was that it seemed desirable to award to a Massachusetts firm for the benefit of the unemployed.

The B. E. Grant Company, though submitting a bid of approximately \$1500 more than D. Stefano for paving with recut granite blocks, Norfolk avenue, from Hampden street to East Cottage street, received the contract at \$36,716, because the lowest bidder had considerable city work on hand while the latter did not.

John F. Shea Company received a contract for the resurfacing of Newburg street, West Roxbury, from Belgrade avenue to Beach street; Elliot street, from Centre street to the Jamaica way; Readville street, from Chesterfield street to Damon place, and Park, Olney and Rill streets, for the price of \$13,790.

Walter & Son will erect a reviewing stand on the Tremont street mall of the Common for use during the Tercentenary parades of Sept 17 and the American Legion parade in October, for which \$9930 will be paid by the city. There were six bids for this work, the highest being \$19,316.

TRAVELER 8/27/30

Urges Merchants Join Boston Day Celebration

Chamber of Commerce Issues Call for Business Houses to Participate in Parade and Illuminate Their Stores

The Boston Chamber of Commerce today issued a call to business houses of the Boston district to join in the plans for the celebration of "Boston Day" on Sept. 17, which will mark the climax of Boston's participation in the Massachusetts Bay Tercentenary observance.

Acting President Carl P. Dennett of the chamber urged every business firm which can do so to assign a delegation of its employees to march in the gigantic parade which is now being organized under the direction of Lt.-Gen. Edward L. Logan. Those firms which find it impossible to be represented in the line of march are asked to decorate and illuminate their establishments on the day and evening of Sept. 17, or to make appropriate recognition of this notable occasion.

"Boston will be the gathering place for scores of thousands of strangers from all over the country on Sept. 17," Mr. Dennett said. "The tercentenary celebration has been liberally advertised throughout the land. The army of prospective visitors look forward to a pageant and demonstration of unprecedented magnitude which will summarize for them not only the splendid historical and cultural background of Boston, but also the leadership this city has always taken in industry, commerce and finance."

"Fifty years ago, on the occasion of the observance of Boston's 250th anniversary, the leading business establishments of Boston were represented in a magnificent parade, which, we are informed, set up a new standard for civic demonstrations of its kind. Many firms

represented in the parade are still in business here.

"The tercentenary celebration offers to business houses of all kinds a significant opportunity to give deserved recognition to Boston's splendid progress in the fields of commerce and industry, to which they themselves have contributed so notable a share."

POINTS TO BENEFITS

"We hear so often of the progressive spirit and great civic demonstrations of the West that we are sometimes tempted to believe that we in this part of the country are unduly conservative and lacking in the ability properly to proclaim our greatness. Here is one opportunity for business interests to manifest their pride in Boston and their appreciation of the benefits which the city has given them."

"Recent trade reports indicate that New England has come through the present business depression as well as, and possibly a little better than, any other section. This is a noteworthy tribute, not only to the virility of this part of the country, but to the public spirit and enterprise of our business men. This demonstration on Sept. 17 may well serve to call attention to both."

"I urge every establishment which can do so to be represented in the parade on Sept. 17 and to communicate their readiness to do so to Lt.-Gen. Edward L. Logan at room 49, City Hall. We ask every other firm to give appropriate recognition to this historic occasion either by decorating and illuminating their places of business or by some other suitable activity."

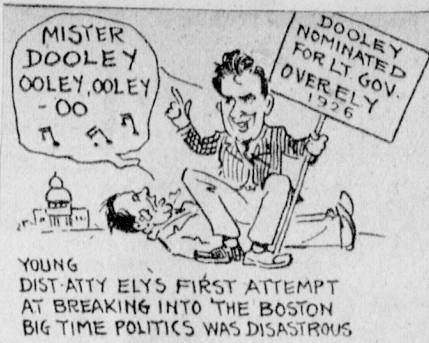
The Big Parade

IT BEGINS to look as if Boston's "Big Parade" will be the real one. Gen. Logan has been working on his plans for some time, and already assurances have been received that substantially all organizations in Boston will be represented.

The mayor's call for a holiday observance undoubtedly will be heeded. The enormous parade itself and the hosts of interested bystanders undoubtedly will effectually make a holiday in itself.

The 17th of September comes on a Wednesday, and unless all signs fail and if the weather man is kind, Boston will have its day of days as it celebrates its 300th birthday.

POST 8/27/30



THE YOUNG LOCHINVAR FROM THE WEST - JOSEPH B. ELY, CANDIDATE FOR THE DEMOCRATIC GOVERNORSHIP NOMINATION - HE IS AFTER THE HUB BOSSES FOR HOGGING ALL THE OFFICES



ELY CHARGES THE ELUSIVE LITTLE GENERAL WITH DOING A CHECK AND DOUBLE CHECK ON HIM

HERALD 8/27/30

POST 8/27/30

POST 8/27/30

CURLEY MAKES BRIDGE SAFE FOR HORSES

Orders Steel Plates Removed After Protest

Removal of the middle section of the steel plates on the Northern avenue bridge which have menaced the safety of 700 horses crossing it daily was ordered by Mayor Curley yesterday. He also declared that henceforth the central section will be reserved exclusively for horse-drawn vehicles.

Teamsters and the Massachusetts Humane Society complained to the mayor that the steel plates have been the cause of injuries to many horses. The plates on local bridges avert an annual expenditure of \$50,000 for the replacement of wooden decking but Mayor Curley said horse owners had convinced him that they were entitled to consideration and he lost no time in ordering the public works department to make this section of the Northern avenue bridge safe for horses.

JAPANESE FREIGHTER LOADING WHEAT HERE

80,000 Bushels in First Shipment Ever Sent from Boston

Japan has contracted for grain to augment the short supply there owing to drought and the first shipment to ever leave Boston for that country will be taken by the Japanese freighter Takaoka Maru of the Nippon Yusen Kaisha Line which yesterday moved to Hoosac docks, Charlestown, from the army base, South Boston. The shipment consists of 80,000 bushels of low grade Manitoba wheat and will be used as feed for stock although freight charges to Yokohama, Kobe and Osaka will be fully three times the current rate from Boston to Europe. In addition the Takaoka Maru will take 500 tons of old rails and scrap metal at this port, proceeding to New York tomorrow to finish loading.

SUSPEND PARKING RULES FOR VISITORS

Motorists to Get Welcome Tag Asking Them to Obey the Traffic Rules Here

Parking regulations will be suspended for the remainder of the tercentenary season as far as visitors unfamiliar with the Boston rules are concerned.

Commissioner Hultman informed Mayor Curley yesterday that as far as possible, officers assigned to the tagging of motor cars, will affix a "Welcome" tag to machines of visitors. The tags will impart information that the drivers have been guilty of an infraction of the parking rules, but that in the spirit of friendliness and hospitality, the violation has been condoned because of the tercentenary year. The tags will ask visitors to make an effort to conform to regulations.

As far as motorists who are presumed to know the intricacies of local parking rules are concerned, they will be treated without special consideration. They will continue to present themselves and their tags at the nearest traffic division headquarters.

"VASA" NIGHT AT TRIBUNE

Given Under Auspices of Swedish Order

With one of the largest crowds of the summer in attendance a "Vasa" night programme, under the auspices of the Massachusetts branch of the Swedish-American organization by that name, was presented at the tribune of the Common, last night, as another of the series of tercentenary racial group entertainments.

Mayor Curley was the speaker. He paid tribute to the members of the order of Vasa for the splendid work they do in preservation of the Swedish home. The Mayor presented flowers to each member of the Children's Club of Siljia Lodge of Norwood, all of whom were dressed in native Swedish costume.

Members of the order of the Massachusetts branch of the order of Vasa which opens a three-day convention at the Hotel Statler Saturday, came from all parts of the State to take part in last night's programme which was under the direction of Carl W. Johanson, royal vice consul for Sweden, here.

TAX SALE NETS CITY ALMOST A MILLION

Advertisement of private property for sale because of unpaid taxes, netted \$915,041 for the city treasury, it was revealed last night after City Collector William M. McMorro adjourned the auction at City Hall until this morning.

Of the 6338 parcels of land which are advertised for sale at the price of last year's taxes, payments were made on 2888 parcels, leaving \$1,253,470.92 still due the city.

PRINTERS TO HONOR TWO BOSTON MAYORS

Honorary life membership in the International Association of Printing House Craftsmen will be conferred upon Mayor Curley and his Worship, Mayor Reuben Salter of Boston, England, at a banquet to be given to the visiting dignitary by his professional colleagues at the Chamber of Commerce, Sept. 17. As the English Mayor is a printer by trade, the American printers will pay him honor when he visits here to participate in Boston's tercentenary celebration.

TRANSCRIPT 8/27/30

Curley's Sons Given Surprise Testimonial

James M. Curley Jr. and Paul Curley, sons of the Mayor, were presented with gifts by their brother members of Bostonia Court, M. C. O. F., No. 285, at a surprise party for them at the Roof Garden of the Westminster Hotel last night. More than 350 members and guests were present.

The gifts were tokens of good will upon their return to this country, after their trip abroad. They returned last Saturday. James Curley Jr. was given a gold wrist watch and Paul Curley a desk set.

Police Will Adopt Welcome Auto Tag

Police Commissioner Hultman informed Mayor Curley today that he was agreeable to the mayor's suggestion that the police department adopt the Atlantic City "Welcome Visitor" automobile tag, which is placed on motor cars in that city when a traffic rule has been violated.

The mayor had no criticism of the police activities with respect to parking or other infringements of regulations, but felt that with so many out-of-State cars in Boston next month leniency should be shown minor causes of complaint.

GLOBE 8/27/30

FOUR-RING CIRCUS ON BOSTON COMMON

Twenty Events on Card There Tomorrow

An attractive program has been arranged by the Boston Park Department with the assistance of the Com-

munity Service of Boston for the circus to be staged tomorrow afternoon and evening on the Boston Common.

Mayor Curley and Park Commissioner Long will attend the performance of this unique Tercentenary event.

No other city in America has ever arranged an event of this sort. All features of a regular circus will be presented, including animal acts, clowns, jugglers and specialty acts. A brass Alhambra band will furnish the music. There are 20 events carded, which include several racing events for playground youngsters.

In the afternoon the program will open at 2:30 with a band concert by the Alhambra Band, and then a parade. Only those who are taking part in the production will be allowed in the enclosure, which will insure the spectators around the playing field a perfect view.

Four rings will be placed in the Common today, together with a bandstand. A track for the races will encircle the rings. Following the band concert in both afternoon and evening performances the entire assemblage will start from the Charles-st entrance to the Common and parade around the field.

GLOBE 8/27/30

TRANSCRIPT 8/27/30

MAYOR SAYS BOOTLEGGERS' PARADE WOULD TAKE HOURS

Marchers Would Require Month to Pass, If Customers Were In Line—Luncheon Guests Ask That Boston Day Be Half-Holiday

A motion, offered by Mayor Curley, to ask the business houses of Boston to close at noon on Boston Day, September 17, was unanimously adopted yesterday at a luncheon given by Mayor Curley at the City Club to representatives of Boston's commercial and industrial world. Ex-Mayor John F. Fitzgerald, chairman of the Boston Tercentenary Committee, was toastmaster. Mayor Curley was the principal speaker.

The Mayor referred to the 250th anniversary, held 50 years ago, under the administration of Mayor Frederick O. Prince, when the day was declared a holiday. He read from the records of the great parade of that date, reciting the names of mercantile and business houses, as well as breweries, that participated in the parade.

With breweries "out" in 1930, the Mayor declared that, if Boston bootleggers took the places in line of the breweries of 50 years ago, the parade would require many hours to pass and, if the customers were also in line, the parade would require a month to pass a given spot.

He stated that the start in work on the Tercentenary this year was a late one. He then told of the various features in connection with Boston Week. He said that Secretary of the Navy Charles Francis Adams would be the orator at the dedication of the Founders' Memorial on the Common, Sept 16, and that Edward Markham would recite a special poem for the occasion.

Concerning the Towne Meeting at the Boston Garden, he said that, in addition to Mayor Salter of Boston, Eng-

land, there would be present executives from the leading provinces and cities of Canada and that the meeting would be perhaps the most interesting gathering in the history of Boston. He read a message from Pres Frank I. Dorr of Raymond Syndicate stating: "Am with you, Mr Mayor. Make it a holiday."

Gen Edward L. Logan, chief marshal for the parade Sept 17, announced that Maj Gen Francis H. Appleton would be marshal of the racial groups division, an especially colorful feature, the marchers wearing the costumes of their native lands. The parade, according to Gen Logan, will start at noon and will continue until night, with illuminated floats in the last section.

According to Gen Logan there will be 35,000 persons in line and he would like to see every firm in Boston represented.

Daniel Bloomfield, manager of the Retail Trade Board, said that the merchants of Boston were imbued with the parade spirit and would cooperate in every way. He said there would be a meeting of members of the Retail Trade Board Wednesday, when the suggestion of a half-holiday Sept 17 would be considered.

Other speakers were C. Vollman, producer of the historical float division; Frank S. Davis of the Boston Chamber of Commerce; Maj H. L. Harris of United Fruit Company; Maj Elton Briggs, Maj Charles T. Cahill of the United Shoe Machinery Company; Julius Daniels of the Edison Electric Illuminating Company, Col Carroll Swann, Joseph O'Connell of the National Shawmut Bank, Ralph Eastman, Olin M. Jacobs, John Johnson, representing the automobile concerns of Boston; Gen Charles S. Cole and Ex-Lieut Gov Edward P. Barry.

Nichols Denies Leaving No Cash for Tercentenary

Former Mayor Malcolm E. Nichols issued the following statement in response to Mayor Curley's statement that the former administration left an atmosphere of hostility and lack of funds for the Tercentenary celebration:

"I wish the Mayor of Boston all success in his conduct of the Tercentenary celebration and it is therefore incredible to me that he could have made the ungenerous statement, as quoted to the effect that his predecessor has created an atmosphere of hostility and had provided no funds for the Tercentenary."

"The incoming administration was provided with all the resources possible and with freedom from any embarrassment. The cash deficit which I had at the beginning of my administration amounting to \$1,500,000 and the cash surplus which I left at the end of it of \$800,000 gave his Honor a net cash advantage over me of \$2,300,000 at the start of his administration."

"And he had other substantial resources together with the product of the best advertising and publicity genius in the world prepared under the direction of the Tercentenary committee."

"It was as good a foundation a heart could wish to build upon. He has no cause for complaint."

Curley Life Member of Printing Body

The International Association of Printing House Craftsmen has made Mayor Curley a life member and he will be presented with his diploma on Wednesday evening, Sept. 17, when the Boston club of the international body entertains His Worship Mayor Reuben Salter of Boston, England, at a dinner to be tendered him at the Boston Chamber of Commerce. Mayor Salter will also receive his diploma at that time.

Indian War Veterans Will Parade Sept. 17

Veterans of the Indian Wars from 1861 to 1891 will parade for the first time in Massachusetts in the Boston Day parade, Sept. 17. Organization a few days ago of the first camp of Indian War Veterans followed the discovery that there are in Greater Boston upwards of 100 men who saw service in the campaigns against the Indians.

Gen. Nelson A. Miles Camp has been organized with Daniel Callahan of Wintthrop, commander, and William P. Niles of Dorchester, vice commander. Today the camp asked for a position in the parade line and were assigned directly behind the Grand Army.

Most of the Indian War veterans were with Gen. Custer and Vice Commander Miles was one of his men who helped bury the famous general after he had been killed at the mouth of Little Big Horn River, Montana, June 25, 1876.

Announcement was made by the Wright & Potter Printing Company today of the entry of the first float in the industrial and business division of the Boston Day parade.

In the parade in observance of the 250th anniversary of the founding of Boston in 1680, the printing company sponsored a float which depicted one of

MAYORS CURLEY AND SALTER TO BE HONORED

Mayor Curley of Boston, Mass., and Mayor Salter of Boston, Eng., will be made honorary life members of the International Association of Printing House Craftsmen, according to a communication received at City Hall today.

The Boston Club of Printing House Craftsmen will give a dinner to Mayor Salter at the Boston Chamber of Commerce on the night of Sept 17, when the English printer-Mayor, as well as Mayor Curley, will be honored.

Curley Boosts Pay of 8 City Employees

Increases in salary were granted eight employees of the City of Boston registry of births, deaths and marriages by Mayor Curley today. Margaret M. Foley, assistant registrar, receives an increase from \$2500 to \$2700 a year; Daniel J. Carney, \$2500 to \$2600; Gerald J. Thompson, \$2300 to \$2500; Elizabeth F. Hurley, \$2000 to \$2300; Agnes J. Murray, \$1700 to \$2000; Elizabeth R. Kiley, \$1600 to \$1700; Helen T. Farrell, \$1500 to \$1600. and Helen Collins, \$1350 to \$1500.

GLOBE 8/27/30

AMERICAN 8/27/30

GLOBE 8/27/30

MAYOR'S SONS RECEIVING PRESENTS OF BOSTONIA COURT, M. C. O. F.



SCENE AT PRESENTATION OF GIFTS TO MAYOR CURLEY'S SONS
James M. Curley Jr. and Paul Curley, sons of the Mayor, who have just returned from a trip abroad, were given a surprise party by brother members of Bostonia Court, M. C. O. F., at the Westminster Hotel last night. James was presented a wrist watch, and Paul a desk set. More than 350 attended the party. In the picture, from left to right, are Charles Manion, Paul Curley, Agnes Smith, Andy Dazzi, Ruth Killian, William O'Hare, Lillian Burke, James Tobin, James M. Curley Jr., and City Treasurer Edmund Dolan, who made the presentation.

TRANSCRIPT 8/27/30

TRAVELER 8/27/30

Promotions Made in City Registry

Mayor Curley today approved the following promotions in the registry department: Margaret M. Foley, assistant registrar, \$2500 to \$2700 per year; Daniel J. Carney, death record clerk, from \$2500 to \$2600; Gerald J. Thompson, clerk, from \$2300 to \$2500; Elizabeth F. Hurley, executive clerk, \$2000 to \$2300; Agnes J. Murry, clerk, \$1700 to \$2000; Elizabeth R. Kiley, clerk, \$1600 to \$1700; Helen T. Farrell, clerk, \$1500 to \$1600; Helen Collins, \$1350 to \$1500.

NOTED CANADIAN GUEST OF MAYOR

E. McKay Forbes, K. C. F., secretary of the House of Assembly of Nova Scotia and Mrs. Forbes were guests of Mayor Curley today. After a formal call upon him at City Hall, they began a tour of the historical places in and near Boston, and wound up at the Wayside Inn. Standish Willcox was assigned to guide them.

MORE CITY HALL SALARY INCREASES

Numerous promotions with increases in salaries affecting employees of the city registry department were announced today by Mayor Curley, they are: Margaret M. Foley, assistant registrar, from \$2500 to \$2700 per year; Daniel J. Carney, death record clerk, \$2500 to \$2600; Gerald J. Thompson, clerk, \$2300 to \$2500; Elizabeth F. Hurley, executive clerk, \$200 to \$2300; Agnes J. Murray, clerk, \$1700 to \$2000; Elizabeth R. Kiley, clerk, \$1600 to \$1700; Helen T. Farrell, clerk, \$1500 to \$1600; Helen Collins, clerk, \$1350 to \$1500.

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**MAYOR DOUBTS NAVY
YARD ABANDONMENT**

Curley Says It Is No Time to Save Dollars at Expense Of Opportunities For Livelihood

In regard to press dispatches from Washington rumoring the closing of the Navy Yard at Charlestown, as well as others along the Eastern sea coast, Mayor Curley this morning said: "I am sure that if any yard is to be abandoned, when one considers the advantages obtained at the Boston Navy Yard, it must be some other than the Boston Navy Yard."

The Mayor pointed out that the Boston Navy Yard is the oldest in the United States; that it contains the most complete rope manufacturing plant to be found in any United States Navy Yard; one of the best anchor chain shops, and that its drydocking facilities are exceptional, permitting the largest ships of the fleet to enter, with its deep channel.

The Mayor also directed attention to the fact that a Massachusetts man, Charles Francis Adams, as Secretary of the Navy, so familiar with the facts "that a recommendation such as is proposed would be privileged to receive serious consideration."

Mayor Curley further declared that at the present time, which he described as being the time "when industry is just emerging from a period of depression, when the business sky is clearing and with a New England Winter almost at hand, is not the time to give serious thought to the saving of dollars, at the expense of opportunities of a livelihood, and possibly, the lives of worthwhile human beings."

The morning dispatches said that consideration of the plan was being given attention after detailed surveys, now nearing completion, indicated the efficiency of the Navy would be improved if its peace-time shore activities were to be concentrated in a few highly specialized centers. Protests, so

the dispatches say, have been coming in from all parts along the coast. At this time the plan would meet with strenuous resistance from the members of Congress, it is stated.

Mayor Curley's Statement

The Mayor's statement:

The Mayor's statement:
"The proposition to discontinue the
Boston Navy Yard at Charlestown has
been a subject of recommendation, con-
sideration, and rejection for more than
a quarter of a century.

"The Boston Navy Yard is the oldest Navy Yard in the United States. It contains the most complete rope-manufacturing plant to be found in any United States Navy Yard, also one of the best anchor chain shops, and exceptional drydocking facilities, with a channel that permits of passage to the largest ships of the fleet.

and excepted with a channel that permitted access to the largest ships of the fleet.

"During the period of the World War a number of first-class buildings were added to the plant's equipment, and some 18 years ago, I recall, during my term as a member of Congress, a modern system of powerful cranes was installed.

"It is located in an industrial center

**TERCENTENARY COLONIAL
DRESS BALL SET FOR OCT 16**
" Godman Jr, chairman of the
will residents

DRESS BALL SET FOR OCT 16
Russell Codman Jr, chairman of the committee of Beacon Hill residents who recently expressed the desire to have a Tercenary costume ball plans include a Colonial costume ball at the Boston Garden, announced yesterday that the ball has been scheduled for Oct 16. Twenty thousand persons are expected. It is hoped that Colonial costumes will predominate.

TERCENTENARY COLONIAL DRESS
BALL AT BOSTON GARDEN OCT 16

Russell Codman Jr, chairman of the committee of Beacon Hill residents, who recently expressed the desire to Mayor Curley that the tercentenary plans include a Colonial costume ball at the Boston Garden, announced today that the ball has been scheduled for Oct 16. Twenty thousand persons are expected. It is hoped that Colonial costumes will predominate.

**Circus on the Common
Big Tercentenary Event**

One of the most outstanding events on the city of Boston tercentenary program will be held tomorrow afternoon and evening on the Boston Common when a monster circus will be staged by the Park Department with the assistance of the Community Service of Boston.

A program full of amusing and thrilling stunts has been arranged by the committee in charge. The afternoon program will start promptly at 2.30 o'clock and finish about five o'clock. At night the event is due to get underway at eight o'clock and will last well into the night. Mayor Curley and William P. Long, chairman of the Park Commission, will be on hand for both performances. The program will open with a grandly arrayed and colorfully arrayed

The program will open with a grand band concert by the colorfully arrayed Alhambra band. Later, a parade will be staged by the entire assemblage around the enclosure in the Common. Only those taking part in the presentation will be allowed inside the gates to insure the spectators of a clear view of the four rings that will be placed at advantageous spots in the Common playfield.

Following the parade the participants will go to their respective tents to prepare for their numbers. The first act will be a specialty event with elephant stunts, tight rope walking, wrestling and polo being put on. Following, the city of Boston Park Department pushmobile championship will be staged among the four district champions.

After the race an athletic drill which has been made up by John A. Lane, physical director of the park department, will be put on by eighty boys from four playgrounds. The youngsters will go through forms in pitching, stealing bases, batting, track starts and weight-throwing.

A coaster wagon race for the park department title will follow the athletic drill. Following this event one of the real features of the program will be staged when a battle royal among eight Negro boxers will be staged in the first ring. While this is going on in Ring 1, a monkey act in Ring 2, a midget boxing match in three and a mock battle of the Tunney-Dempsey fight will be staged in the fourth ring.

Pyramid building on the track will follow the boxing acts while after that a great collection of acrobats will perform their stunts on all rings and on the track. Chariot wagon racing will follow this on the card while jugglers will perform their stunts following the chariot races. A 50-yard wagon race by the champions of the seventeen playgrounds in Boston will be held. All of the wagons have been made by the competitors and they are splendidly built.

After the playground wagon race is completed, the roller skating specialty acts, the clowns will put in their appearance. Bicycle cops, a farm couple, a clown band and two clowns acting as Amos and Andy will amuse. Several specialty dancing acts will follow and some real clever patter.

Amos and Andy will amuse. Several specialty dancing acts will follow the clowns and some real clever youngsters have been secured to entertain. A stage coach holdup in true Western fashion will be staged on the track when the dancers have completed their part. Scooter racing for playground youngsters will follow the holdup while some more specialty acts come after the scooters clear the way.

Under the direction of Francis McLaughlin a group of youngsters will form a huge tableaux while the program will come to a close with an old-fashioned Roman chariot race. Four youngsters are to draw a fifth boy in handsomely carved chariots.

HERALD 8/27/30

COMMON READY FOR BIG CIRCUS

**Tercentenary Feature to
Be Staged Tomorrow,
Afternoon, Night**

One of the outstanding events on the City of Boston tercentenary program takes place tomorrow on Boston Common, when a monster circus will be staged by the park department, with the assistance of the Community Service of Boston.

A program full of meaning and thrilling stunts has been arranged by the committee. The afternoon program will start promptly at 2:30 and finish about 5. At night the event starts at 8 and will last well into the night. Mayor Curley and William P. Long, chairman of the park commission, will be on hand for both performances.

BAND CONCERT

The program will open with a grand band concert by the colorfully arrayed Alhambra band. A parade by the entire assemblage around the enclosure in the Common will follow. Only those taking part in the presentation will be allowed inside the gates to insure the spectators a clear view of the four rings that will be placed at advantageous spots in the Common playfield.

Following the parade, the first act will include elephant stunts, tight rope walking, wrestling and polo. Then will come the park department pushmobile championship contest by the four district champions.

ATHLETIC DRILL

After the race a pretty athletic drill led by John A. Lane, physical director of the park department, will be put on by 80 boys from four playgrounds. The youngsters will go through forms in pitching, stealing bases, batting, track starts and weight throwing.

A coaster wagon race for the park department title will follow. One of the real features of the program will be a battle royal among eight colored boxers in the first ring. While this is going on, a monkey act in ring 2, a midget boxing match in 3 and a mock battle of the Tunney-Dempsey fight will be staged in the fourth ring.

Pyramid building on the track will follow and after that a great collection of acrobats will perform their stunts. Then there will be chariot wagon racing, jugglers will perform their stunts and a 50-yard wagon race by the champions of the 17 playgrounds in Boston will be held.

CLOWN CIRCUS

A clown circus is on the program. Several specialty dancing acts will follow the clowns and some real clever youngsters have been secured to entertain. A stage coach hold-up in true western fashion will be staged on the track and there will be scooter racing for playground youngsters and more specialty acts.

Under the direction of Francis McLaughlin a group of youngsters will form a huge tableaux, while the program will come to a close with an old-fashioned Roman chariot race. Four youngsters are to draw a fifth boy in handsomely arrayed chariots.

The entire program has been supervised by John A. Lane, together with William M. Mullen, Francis McLaughlin, Frederick Byrnes, William Cronan, Frank Caswell and Edward Kohler.

TRANSCRIPT 8/27/30

Navy Yard Closing News at Charlestown

**Work Slack and Layoff Likely
—Dropping of 7 Yards on
Atlantic Coast Reported**

Officers at the Charlestown Navy Yard disclaimed any knowledge of the possibility of closing the yard as suggested in a morning paper. In fact some of them had not read the story, but it was read eagerly by many of the employees.

Lieutenant-Commander R. O. Davis, aid to Rear Admiral Louis M. Nulton, stated that no one from Washington so far as he knew had been at the yard making a survey and the entire story was news to him.

Every now and then a report is circulated that the local yard is marked to be closed and it is just as strenuously denied by department officials at Washington. Work has been very slack at the yard for some time and unless more ships are sent here for repairs there is nothing to do but make the workmen suffer by laying them off.

The press story said that the Navy Department has under serious consideration the closing of most of the Navy Yards on the Atlantic Coast, retaining possibly not more than two, and the disposal of expensive shore properties which were acquired during the World War, thus saving the Government millions of dollars annually.

With 65 per cent of the American fleet operating in the Pacific there are only two navy yards on the West coast, one at Seattle and the other at San Francisco. There is, in addition, a base at San Diego, used to a considerable extent for airplanes operating in connection with the fleet. With 35 per cent of the fleet in Atlantic waters, there are two stations officially designated as yards on the East coast—one at Philadelphia and one at Washington, but seven bases which really operate as yards. These are at New York, Norfolk, Boston, Charlestown, Key West, the Canal Zone and Portsmouth, N. H.

Ernest Lee Jahncke, Assistant Secretary of the Navy, issued a statement, in the absence of Charles Francis Adams, Secretary of the Navy, saying:

"No decision has yet been arrived at. The careful study above mentioned is still in progress and though it is evident that some activities must, for the time being, be placed in an inactive status, it is premature to state which ones it will be found to the best interests of the Navy to discontinue. When the Secretary of the Navy receives from the various bureau chiefs and the budget officer the analysis of the situation, he will then give the matter careful study and be in a position to effect economies which will not, when placed in effect, impair naval efficiency."

TRAVELER 8/28/30

COSGRAVE UNABLE TO COME TO BOSTON

**Regrets Inability to Attend
Tercentenary Fete**

President William T. Cosgrave of the Irish Free State, accompanied an expression of regret of his inability to accept Mayor Curley's invitation to participate in the tercentenary celebration next month, with this statement, received by the mayor yesterday:

I regret very much that I shall not be able to attend the celebration of Boston tercentenary. I need not say how much the city of Boston appeals to our people—so many of their kith and kin enjoying the rights of citizenship in that wonderful metropolis.

This year we have extra duties and responsibilities which will absorb more time and attention for the members of the executive than any year since 1926.

I had the honor and pleasure of meeting your sons here last week, both looking well and in excellent spirits. In conclusion, I have the honor to wish you every success in the great ceremonies of the tercentenary of Boston and every blessing on the city which is so far famed in Ireland for its many kindnesses to the Irish people who made happy homes within its walls.

LITHUANIAN PROGRAM

A Lithuanian night program in the tercentenary series at the Franklin park playstead presented tonight under the direction of Vincent A. Jenkins. Participants will include the Gabija Lithuanian chorus of 50 voices directed by John Dirawallis.

POST 8/28/30

COSGRAVE NOT TO VISIT HERE

**Duties Won't Permit Ab-
sence, He Writes Curley**

Explaining that the executive duties of the Irish Free State are more pressing this year than at any other period since 1926, President William T. Cosgrave yesterday informed Mayor Curley that he will be unable to participate in the tercentenary celebration here during Boston week, starting Sept. 14.

In the letter received yesterday at City Hall President Cosgrave renewed his expression of thanks to the people of this city, "which is so far-famed in Ireland for its many kindnesses to the Irish people." He recalled greeting a few weeks ago at Dublin the Mayor's three sons, while on their European tour.

"Anticipating the seriousness of the situation application was made to the State Legislature in January for authority to expend a sum of \$23,000,000 greater than had ever previously been expended for public improvements in the history of the city. Hearings were given by the Legislature, but, unfortunately for the unemployed, favorable action was not taken in the matter of authorization until almost the close of the legislative session in May. Work is now progressing upon some of these public improvements. Others may be said to be in the blueprint stages which could be in the construction stage had the Legislature given early assent to the authorizations desired by the municipality.

Working in Two Shifts

Working in Two Shifts

Are Not Producing

ready, under the provision of the Jones-White Act, started upon a programme contemplating 68 new or reconditioned ships aggregating 700,000 gross tons at a total cost of \$275,000,000.

Good Times Again by Winter

Good Times Again by Winter

"The food companies and the utility companies are showing marked improvement and there is no indication that the coming winter, which millions

"The deposits in mutual banks, which control more than 30 per cent of all the savings in the United States, showed gains of \$273,000,000 for the six months up to June 30 of this year, in contrast to a loss of \$82,000,000 in the last half of 1929.

"The total resources of 7250 national banks to June 30th of this year, aggregated \$28,000,000,000, an increase since March 27, or but three months, of \$1,768,000,000.

Not Cut Wages

Have Not Cut Wages

"The most pleasing feature in connection with the depression which has obtained during the past year is the fact that the industrial leaders of America have stood firm for the maintenance of the saving wage and have refused to cut the same, recognizing that the best buyer's market in the whole world is an American citizen enjoying permanency in employment at good wages, or, in other words, being permitted to share in the values that are created by the labor of his or her hand and brain.

One of us can do something in the depression even if it be to the

'Faith was the basis for the estab-
 lishment of the Massachusetts Bay
 Colony and without an abiding faith
 the Revolutionary war would have
 been unsuccessful. We need faith at
 the present hour. Faith in God, faith
 in our common country, faith in our
 fellow men, but more than all else,
 faith in ourselves. Saint Paul said:
 "Faith without good works is of no
 avail." Let the individual purchasing
 be sent by every as his or her means
 at once, so far as his or her means
 will permit, not only the things that
 are necessary, but those things, the
 purchase of which might be delayed
 for a period of time.

Future in Own Keeping

"The future is in our own keeping. Let each one do his duty and the clouds of fear that have hung heavily over our fair land will be dissipated by God's sunlight of prosperity and the promise of an abundant future."

Curley Takes U. S. to Task in Idle Crisis

The mayor urged individuals to buy at once, not only necessary things, but things they plan to delay purchasing, in order to aid in the re-employment of 3,000,000 now out of work because of a depression which obtains largely as a consequence of fear.

gram that
given employment
dustries would benefit.
Likewise the expenditure of \$1-
\$100,000,000 on the Mississippi River
project this year, instead of over a
10-year period, would have made
it unnecessary for the railroads,
steel mills and other industries to
dispense with thousands of em-
ployes. Boston is doing its share
in school house, street, subway and
tunnel construction to end the de-
pression, he said.
He spoke under the auspices of
New England Trade Week.

Curley Awards Bay State Firm City Job

State Firm City

Because of the depression and in order that local concerns may profit as much as possible from city improvements, Mayor Curley yesterday awarded a contract for a motor driven sewerage pump to be installed in the Cow Pasture Pumping Station, Dorchester, to the Warren Steam Pump Co., of Warren, third lowest bidders. The concern bid \$25,949. Two outside companies submitted lower bids, one from Chicago bidding \$22,500, and the other from Milwaukee, \$24,475.

**Pres. Cosgrave Unable
to Attend Hub Fete**

to Attend Hub Fete
Mayor Curley received a letter yesterday from President William S. Cosgrave of the Irish Free State, regretting his inability to accept the Mayor's invitation to come to Boston for the week of the city's tercentenary celebration, and expressed his affection for Boston, and his best wishes for the success of the tercentenary.

POST 8/28/30

BUY NOW, SAYS MAYOR CURLEY

Fear to Spend Secret of Present Depression--Buying Will Start Wheels of Industry, He Declares

Criticising the federal government and the financial rulers of the country for their alleged failure to relieve unemployment, Mayor Curley, in a radio address broadcast last night from WNAC, appealed to the people of New England to display the faith of their fathers in launching a "buying campaign" to lead the way out of the present industrial depression.

PEOPLE HAVE THE MONEY

While admitting that there had been an over-production of raw materials, he declared that every concern in America has been doing business with only a month's supply of stock on hand, and a purchasing campaign would quickly start the wheels of industry moving in mills and factories, returning the country's 3,000,000 jobless to work.

He said that the indications pointed to the belief that America had turned the corner with relief provided for the farmers, shipbuilders and other workers and the national finances "never on a sounder basis." "All that is needed," he said, is hope and faith on the part of the people and their individual co-operation by painting their houses, buying household goods and other commodities which they can afford.

Fear to Spend Is Trouble

That the people have the money, he said, was evident in the fact that the savings banks deposits increased \$273,000,000 in the first six months of the year, and that the resources of the national banks jumped almost \$2,000,000,000 in the first three months.

But fear to spend was declared the secret of the present depression, the Mayor charged, condemning the industrial leaders for crating this fear by discharging employees and threatening to fire more.

The Mayor's address was given over the New England radio network, under the auspices of the New England Trade Week. He said:

Need of Hopeful Outlook

"The assertion is frequently made that conditions are not ripe for a business revival and everywhere one turns the voice of the croaker is heard, until one gets the impression that there is something fundamentally wrong with America. We overlook the part that psychology plays in the present case,

aided and abetted by the unfortunate army of women and men who lost their savings in the November crash or in one of the sinking spells that have since taken place in the stock market.

"The all important fact is overlooked that America has weathered every storm including seven wars among which was the greatest internecine struggle in history and that the present picture is rapidly changing but would change at once if everyone would take a more hopeful outlook as to the future.

"The present situation does not differ materially from ones that have preceded it and our chief concern at present should be to adopt such measures as will prevent a recurrence.

Buying Wave Would Do It

"The finances of the nation have never been upon a sounder basis and banks have never been so plentifully supplied with funds and money has never been available at such a low rate for legitimate business needs. While it is true that there is a surplus of raw material it is equally true that every concern in America has been doing business for eight months upon less than a month's supply of goods on hand. A buying wave tomorrow would mean depleted stocks of goods in every retail establishment and the starting up of mills and factories throughout the land with work and wages for everyone.

"The financial reports for the six months period of 1930 as contrasted with 1929 is of interest since it discloses that 702 firms made no change in dividends while but 25 omitted dividends and 24 decreased dividends. These figures disclose the secret of a large measure of present day depression, namely, the entire burden was placed squarely upon the weak shoulders of the workers instead of being borne equally by industry and the workers.

Capital Shirks Its Share

"Dividends were maintained in many cases by retrenchment through the discharge of employees unmindful of the all important fact that for every man discharged a thousand prospective customers, in the person of fellow employees, are stamped through fear that they will be next, into restricting their own expenditures thereby reducing their purchasing power to the minimum.

"In a period like the present there is no way to justify payments of prevailing dividends as this money should be

utilized to maintain the purchasing power of the workers rather than to destroy it. Capital has failed to assume its share of the burden and in so doing has worked injury to all. Stress has been laid upon the loss of European trade owing to the recently enacted tariff act, notwithstanding the fact that every student of trade realizes that such an enactment is necessary for the protection of American workers as Europe is rapidly becoming a closed book, so far as the United States of America is concerned, for other than raw materials.

Imports and Exports Mean Little

"Contrary to general belief imports and exports, outside of raw materials, do not mean much to America, since in 1927 and 1928, the two most prosperous years in the history of America, they practically balanced, being in each case slightly less than five billions, while the total value of goods produced, fabricated or derived from the earth, and paid for by Americans, was \$87,000,000,000 in 1927, and \$90,000,000,000 in 1928.

"We must not be unmindful of the fact that American mass production is no longer an American institution, due to the invasion of foreign markets by American concerns, which today number nearly 1700 branches in Europe.

Compete With Child Labor

"Patriotism has not been the hand-maiden of the American dollar in the case of these American foreign branches where child, prison and pauper labor at starvation wages have been set in competition with American workers.

"The conference arranged by President Hoover for the promotion of a construction programme have been prolific of promise but rather sterile in the matter of performance, with the exception of the political sub-divisions of the nation which have eagerly seized upon the opportunity presented to conduct major programmes that have long been regarded as necessary, but which in the past, due to lack of public support, have been impossible of fulfillment.

Government an Offender

"The federal government itself has been one of the chief offenders. The actual expenditure for building construction under federal auspices from Jan. 1 to July 1 of the current year were but \$21,000,000. Congress authorized an expenditure of \$520,000,000 under the public building programme and the public assumed, that to meet the existing emergency and industrial depression that the entire amount would be allocated and provision made for its expenditure during the year 1930.

"As a matter of fact the \$520,000,000 allowed under the public building programme represents a 10 year building programme rather than a one year programme. So that the actual benefit to industry will be negligible. The Mississippi River project contemplates ultimately an expenditure in excess of \$2,000,000,000 but the actual expenditures to the present time have been considerably less than \$200,000,000.

Failed to Set Example

"Had the federal government set the example and met the present situation as it should be met by making provision for the entire building programme representing a total of \$520,000,000 during the year 1930—opportunities, not only for employment of labor, but for the purchase of vast quantities of the material produced by the basic industries, namely: steel, lumber and cement, would have aided materially in minimizing the effect of present industrial depression.

"What is true in the case of the public building programme is equally

Post 8/28/30

PROTEST CLOSING HUB NAVY YARD

Congressmen Wire Secretary Adams for Facts--Means \$6,000,000 Loss and 1700 More Unemployed

Prompt and vigorous protest against the closing of the navy yard at Charlestown came yesterday from Massachusetts Congressmen and other prominent officials, following the report from Washington that the Navy Department was contemplating abandoning all but two of the yards on the Atlantic Coast.

MEAN \$6,000,000 LOSS

It was pointed out that closing the navy yard here would mean a loss of \$6,000,000 annually to the business interests of Boston and that 1700 men would be added to the army of unemployed.

Telegrams seeking information regarding the status of the Boston navy yard were sent to Secretary of the Navy Charles Francis Adams and Assistant Secretary Ernest Lee Jahncke by several members of the Massachusetts delegation in Congress. Former Senator William M. Butler wired a protest to the Secretary and a statement issued by Mayor Curley on the subject said that the closing of the yard here was inconceivable.

1600 Men Already Laid Off

Representatives of all the employees at the navy yard held a meeting yesterday and appointed a committee to investigate the Navy Department's attitude in regard to Boston and register their opposition to any plan that would mean the curtailment of work or abandoning the local yard. John F. Cantwell, president of the Navy Yard Works Council, the chairman of the committee, issued a statement in which he said the closing of the Boston yard would be a decided detriment to this city. He stated that the navy yard brings \$6,000,000 a year to Boston in a payroll and supplying the battleships here.

"Up to three years ago," he said, "there was a force of 3300 men employed at the Boston navy yard with a payroll of \$7,000,000. At present there are 1700 men employed there and if the yard is closed it would mean that this number of workers would be added to the vast army of the unemployed. It can readily be seen that the continuance of this yard is vital to the business interests of this section of Massachusetts. The Commonwealth has suffered considerably through loss of industry and it cannot afford to be further handicapped.

Only Suitable Drydock

"The navy yard at Charlestown is

the most accessible to the sea of any on the Atlantic coast. It is the only navy yard in the country that possesses a drydock suitable to handle a battleship in distress. We have every reason to believe that the business men of Boston and our representatives in Congress will do everything possible to prevent the closing of the local yard."

Cantwell and the other members of the committee went to Salem where they conferred with Congressman A. Platt Andrew, the Massachusetts member of the House Naval Affairs committee. They also called on Congressman Frederick W. Dallinger and Congressman John W. McCormack. Each of these Representatives wired Secretary Adams or his assistant, to inquire into the report and protest any action detrimental to the Boston yard.

Puzzled by Adams' Statement

Congressman Andrew stated that less than a week ago he wrote to Secretary Adams in reference to the sending of the destroyer Manley to the Norfolk navy yard when all of her patterns were her. He said that he received an answer which stated that this vessel was sent to Norfolk to have minor repairs made on her boilers and the general overhauling would take place at the Boston yard during the winter. He said that the Secretary added that he was doing everything he could to maintain employment at the local yard.

In view of this recent communication Congressman Andrew said that he could not understand the dispatch from Washington. He sent the following telegram to Secretary Adams at Washington and wired a duplicate to Newport where the Secretary is sailing the Boston cup contender, Yankee. The telegram follows:

Wire to Adams

"Today's Boston papers carry the story that all Atlantic Coast navy yards except those at Brooklyn and Norfolk are to be shut down. If the closing of the Boston yard is under contemplation after all the assurance given by the department during the past year and by yourself to me only a week ago, imminent resentment will be inevitable. As a member of the House Naval Affairs committee, I earnestly protest against the abandonment of the oldest navy yard in the country and the throwing out of work of 1700 bread winners. Please wire me as to whether there is any justification for the report."

Congressman McCormack also sent a telegram to the Secretary, asking if it was the intention of the Navy Department to close the Boston yard and condemning any such action.

"Several months ago," he said, "I took up the matter of work at the

navy yard with the department and I received no intimation at that time that they contemplated closing the yard. In the telegram I asked if there were plans of doing so at the present time. I expressed my condemnation of curtailing the work at the yard in any way, and said that I would strongly oppose any move to close the yard here."

Dallinger's Telegram

Congressman Dallinger stated: "I have consistently been a strong advocate for the Boston navy yard, believing that the navy yards are fully as important to the navy as the navy is to the nation.

"It was in accordance with his belief that I was successful in bringing about the enactment of the Dallinger amendment to the recent naval construction bill which provided that every other one of the new cruisers should be constructed in the government navy yards, thereby assuring the steady use of the valuable equipment of the yards. The employees of the yard and the people of Massachusetts can be sure that our yard in Boston will not be closed if such action can be prevented by the Massachusetts delegation in Congress."

Mayor Curley's Comment

Mayor Curley, commenting on the report from Washington said: "The proposition to discontinue the Boston navy yard has been the subject of recommendation, consideration and rejection for more than a quarter of a century.

"The Boston navy yard is the oldest in the United States. It contains the most complete rope making plant to be found in any United States navy yard; also one of the best anchor chain shops and exceptional drydocking facilities. It is inconceivable that, with a Massachusetts man as Secretary of the Navy, the recommendation such as proposed would be permitted to receive serious consideration."

The telegram sent by Mr. Butler to Secretary Adams stated:

"The activities of the navy yard at Boston have already been curtailed and many men have been thrown out of work. Others are threatened. I have endeavored to obtain for the yard some work incident to the reconditioning of certain navy ships for the coast guard work, but it has been determined to give this work to another yard. Now comes the proposal to shut the yard. The work is needed now of all times. This is a short-sighted policy. It may save money, but it will not increase the efficiency of the navy if it is required for action.

Similar Attempt in 1925

"The announcement in the papers this morning that the yard is to be closed, causes grave concern, not only to those working in the yard but to our citizens in general. I hope the effort will be abandoned and assurance given for the continuance of the yard."

Mr. Butler stated that in 1925 when he was in the Senate, similar attempts were made to shut down the local navy yard but following considerable discussion and several conferences, the then Secretary of the Navy, agreed to abandon the idea.

CURLEY WOULD BAN 'CROAKERS'

More Hopeful Outlook on
Business Future Is Need,
Says Mayor Over Radio

THINKS COUNTRY HAS TURNED CORNER

A more hopeful outlook on the future by every one would change the present picture of depression at once and still the voice of the "croaker," who gives the impression there is something fundamentally wrong with America, Mayor Curley said last night in a radio address from station WNAC, over a New England network. The broadcast was sponsored by the New England Trade Week committee.

The all-important fact which is overlooked, Mayor Curley declared, is that America has weathered every storm, including seven wars, among which was the greatest internecine struggle in history. The present picture, he said, is already changing, and indications are that America has turned the corner in the current situation.

Because present conditions do not differ materially from those which preceded it, our chief concern now is to prevent recurrence.

MAYOR'S ADDRESS

Mayor Curley said in part:

The finances of the nation have never been upon a sounder basis and banks have never been so plentifully supplied with funds, and money has never been available at such a low interest rate for legitimate business needs. While it is true that there is a surplus of raw material it is equally true that every concern in America has been doing business for eight months upon less than a month's supply of goods on hand. A buying wave tomorrow would mean depleted stocks of goods in every retail establish-

ment and the starting up of mills and factories throughout the land with work and wages for every one.

The financial reports for the six months' period of 1930 as contrasted with 1929 is of interest, since it discloses that 702 firms made no change in dividends, while but 25 omitted dividends, and 24 decreased dividends. These figures disclose the secret of a large measure of present day depression, namely; the entire burden was placed squarely upon the weak shoulders of the workers instead of being borne equally by industry and the workers.

Capital has failed to assume its share of the burden and in so doing has worked injury to all. Stress has been laid upon the loss of European trade owing to the recently enacted tariff act, notwithstanding the fact that every student of trade realizes that such an enactment is necessary for the protection of American workers, as Europe is rapidly becoming a closed book, so far as the United States of America is concerned, for other than raw materials.

Patriotism has not been the hand-maiden of the American dollar in the case of these American foreign branches where child, prison and pauper labor at starvation wages have been set in competition with American workers.

The conferences arranged by President Hoover for the promotion of a construction program have been prolific of promise but rather sterile in the matter of performance, with the exception of the political subdivisions of the nation which have eagerly seized upon the opportunity presented to conduct major programs that have long been regarded as necessary, but which in the past, due to lack of public support, have been impossible of fulfillment.

The federal government itself has been one of the chief offenders. The actual expenditure for building construction under federal auspices from Jan. 1 to July 1 of the current year were but \$21,000,000. Congress authorized an expenditure of \$520,000,000. under the public building program and the public assumed, that to meet the existing emergency and industrial depression, the entire amount would be allocated and provision made for its expenditure during the year 1930. As a matter of fact the \$520,000,000 allowed under the public building program represents a 10-year

building program rather than a one-year program. So that the actual benefit to industry will be negligible.

The Mississippi River project contemplates ultimately an expenditure in excess of \$2,000,000,000 but the actual expenditures to the present time have been considerably less than \$200,000,000.

Had the federal government set the example and met the present situation as it should be met by making provision for the entire building program representing a total of \$520,000,000 during the year 1930, opportunities, not only for employment of labor, but for the purchase of vast quantities of the material produced by the basic industries, namely, steel, lumber and cement would have aided materially in minimizing the effect of present industrial depression.

The indications are that America has turned the corner. Relief is being provided for the farming element of the nation and the prices of farm commodities have shown some increase so that there is a reasonable certainty that this great element, representing one in every four of the population of America, may enjoy some small measure of prosperity.

One of the outstanding economists of America, Col. Leonard P. Ayers of Cleveland, states that the depression of 1929 to 1930 was a world depression and consequently lasted longer than the purely national depression of 1924 to 1927. He further states that in the first five months of the present year we produced only about the same as we did in the first five months of 1925. Yet our living standards have advanced and the population has increased 7,000,000 during that period of time. Factories and merchants have been getting rid of their surplus and families getting rid of their debts. Meanwhile we have not been producing on as large a scale. We are manufacturing shortages and with production lowered to the rate of five years ago and consumption higher it can readily be seen that we cannot have much further to go to produce the shortage that will send us all back to work again.

AMERICAN 8/28/30

CURLEY BOYS TO HONOR SALTER

Mayor Curley's sons, James M. Jr., Leo and Paul, will be among the first to welcome Lord Mayor Reuben Salter of Boston, England when he arrives here next month as the Tercentenary guest of this city.

Recently while traveling in England, the Curley boys visited old Boston and there they received a most cordial reception from Lord Mayor Salter and other city officials. They plan to do much to make his visit to this city a most enjoyable one.

TRAVELER 8/28/30

TO NAME SEPT. 17 AS CITY HOLIDAY

Mayor to Give Employees Day
off on Big Anniversary

Announcement was made at City Hall today that Mayor Curley will issue a proclamation tomorrow, declaring a full holiday for city employees on Sept. 17, the big day in Boston's Tercentenary celebration, and urge a half-holiday for business houses.

The parade, which will be the main feature, will, it is now stated, start at noon and will take a full seven hours to pass a given point. The early hour for starting has been set in view of the large number of marchers. Lt.-Gen. Edward F. Moran is chief marshal.

AMERICAN 8/28/30

TRAFFIC NEEDS

State street harborites feel that Traffic Commissioner Conry should remedy conditions at the junction of State and India streets. The narrow pass resembles the neck of a bottle, and lately matters have been made worse by the parking of automobiles at the corner so that only one way traffic lanes can operate. A ban on parking during business hours is to be sought.

BY ANOTHER PORT

The report is heard that the Mayor of Boston in England has decided to reach here for the city's tercentenary by way of the port of Montreal, despite Mayor Curley's urgent invitation to arrive by way of the port of Boston. Regardless of the outcome, harbor boosters are pleased that Mayor Curley is taking the stand that the city officially should support the port.

Navy Yard Not to Be Abandoned, Sec. Adams Assures Boston

Makes Announcement Following Wave of Protest from Mayor Curley and Massachusetts Congressman

Assurance from Secretary of the Navy Adams that there is "very little probability" of the Boston navy yard being abandoned and a wave of violent protest against such a proposal by Mayor Curley, William M. Butler, Massachusetts congressmen and civic leaders clearly indicated last night that the oldest navy yard in the country is in no danger of being discontinued.

Business leaders, naval authorities and officials at the navy yard declared yesterday that it was most unfortunate that such a report should have been broadcast, especially when there was little foundation for the assumption that the Boston navy yard would be closed.

It was pointed out that the dependants of the 1700 employes now working at the navy yard, as well as the workers themselves were needlessly alarmed by the rumor and many feared that their jobs were in jeopardy.

As a matter of fact, instead of the Boston navy yard being closed, there is every good reason to believe that the unemployed in this vicinity may profit by the latest program of the navy department. It is indicated that several of the smaller navy yards may be closed and this would undoubtedly mean more work for the Boston yard and the employment of additional help.

ADAMS DENIES REPORT

Reached at Newport, R. I., last night by The Herald, Secretary Adams placed scant credence in the story that the Boston navy yard would be closed. "It is all news to me," he said with a laugh. "Of course," he said, "there is a possibility of almost anything, but there certainly is no great likelihood that the Boston navy yard will be discontinued. I have heard some very vague talk, but all it has been is talk. You may say that there is very little probability that the navy yard at Charlestown will be closed."

A committee of employes representing

the navy yard appealed to Congressman Andrew, who is the Massachusetts member of the House naval affairs committee and who, for the past two years, has acted as intermediary between the navy yard and the navy department at Washington. Congressman Andrew sent the following wire to Secretary Adams:

If the closing of the Boston navy yard is under contemplation after all the assurances given by the department during the past year and by yourself to me only a week ago, the next presumption must be inevitable.

As a citizen of Massachusetts and as a member of the House naval affairs committee I earnestly protest against any attempt to close the oldest navy yard in the country, located here, and the throwing out of work of 1700 bread winners. Please wire me if there is any justification to the report.

Congressman Dallinger sent the following telegram to Acting Secretary of the Navy Jahncke:

I feel very strongly that Boston yard with its long history and the fine work it has done should remain open. In view of present unemployment any reduction in Boston navy yard would be inadvisable. Congressman McCormack said:

Immediately upon reading a report that there was some danger of the Boston navy yard being abandoned I sent a telegram to Charles Francis Adams, secretary of the navy, calling his attention to the fact that six months ago a similar story appeared and he assured me at that time that the government had no intention of discontinuing the navy yard here.

Mr. Butler, candidate for the Republican nomination for the United States Senate also protested against any move to close the Boston navy yard. He sent the following telegram to Secretary Adams:

The activities of the navy yard at

Boston have already been curtailed and many men have been thrown out of work and some are threatened. Now comes the proposal to shut the yard. The work is needed now of all times. This is a short-sighted policy. It may save money but it will not increase the efficiency of the navy if it is required for action. I hope the effort will be abandoned and assurance given for the continuance of the yard.

Mayor Curley declared he is confident Secretary Adams will not allow the closing of the Boston navy yard. "The proposition to discontinue the Boston navy yard has been the subject of recommendation, consideration and rejection for more than a quarter of a century," said the mayor. "The Boston navy yard is the oldest in the United States. It contains the most complete rope making plant to be found in any United States navy yard; also one of the best anchor chain shops and exceptional drydocking facilities.

"It is inconceivable that, with a Massachusetts man as secretary of the navy, the recommendation such as proposed would be permitted to receive serious consideration."

Officials at the navy yard disclaimed any knowledge of the proposal to close it. "No official word of any change of any description in the Boston navy yard has come to the attention of the commandant," said Capt. Arthur E. Abele, chief of staff. "It is difficult to conceive of the abandonment of the Boston navy yard from a defensive standpoint alone."

Mayor Murphy of Somerville also sent a day letter to President Hoover and Secretary Adams vigorously protesting against the closing of the navy yard. He said that several hundred residents of Somerville are employed at the yard and the cessation of work would be a calamity. He also said that such a proposal would be in direct violation of the Hoover administration's announcement to increase public works in order to relieve the unemployment situation. Mayor Murphy also asked Congressman Charles L. Underhill to bend every effort to prevent the closing of the yard.

GLOBE 8/28/30

SCHOOLS TO HAVE 17,000 IN PARADE

12,000 Boys and 5000
Girls in Line on Sept 17

The Boston Day parade, on Sept 17, will have a large representation from the high schools. Supt of Schools Jeremiah Burke today notified Mayor Curley that the three upper classes of the boys in the high schools, about 12,000, would parade, and that about 5000 upper-class girls in gymnasium suits also would be in line.

With 17,000 schoolboys and girls, 7500 military men and veterans, 2500 veteran firemen, racial groups, delegations from stores in costume and others, the parade promises to be a big one.

Sees Big Future for Boston Airport

H. A. Highman, general agent of the French Line for New England, has written Mayor Curley an expression of his thanks "for the most excellent treatment and courtesy rendered by you and your associates at the Boston Airport upon the arrival of our seaplane (Ex S. S. Ile de France) Sunday last.

"I am frank to admit that I have had no experience with the airport up to now beyond telephone messages, but can readily see why Boston should become one of the big airports if the efficiency and personal service is maintained in the future."

Cosgrave Cannot Come for Boston Celebration

Explaining that the executive duties of the Irish Free State are more pressing this year than at any other period since 1926, President William T. Cosgrave has informed Mayor Curley that he will be unable to participate in the Tercentenary celebration here during Boston week, starting Sept. 14.

In his letter President Cosgrave renewed his expression of thanks to the people of this city, "which is so famed in Ireland for its many kindnesses to the Irish people." He recalled greeting a few weeks ago at Dublin the mayor's three sons, while on their European tour.

TRANSCRIPT 8/28/30

TRANSCRIPT 8/28/30

Mayor Salter and the Curley Boys



(Photo by White, Boston)

Boston's Tercentenary Guest Next Month

Picture Was Taken on the Lawn of the English Mayor's Home in Boston, England, During the Recent Visit of Mayor Curley's Sons. At Mayor Salter's Left Is James M. Curley, Jr.; Standing, Left to Right, Are Leo and Paul Curley

Adams Has No Fear for Future of Navy Yard

Head of Department, on Visit to Boston, Also Voices Views on Yacht Races

No fear for the immediate future of the Charlestown Navy Yard exists in the mind of Charles Francis Adams, Secretary of the Navy.

This morning he arrived at his Boston office at 15 State street from Newport, whence he departed immediately following announcement of the choice of the Vanderbilt yacht Enterprise to defend the America's Cup.

Questioned as to the possibility of the officials at Washington taking action to close the Charlestown yard the head of the department said, "I don't think anything is going to happen at the Navy Yard. There is nothing to fear so far as I can see."

"But with all the talk about the need of cutting down the number of yards on this coast isn't there some danger, particularly as there has been, for some years, an apparent unfriendly feeling in Washington toward the Boston yard?" he was asked.

"There is no doubt but what the local yard is an expensive one to operate," he replied. "However, what I saw recently in the papers was the first news I have heard of late regarding the possibility of reducing the number of navy yards."

"Have you anything to say about the yachting situation?"

"Nothing at all."

"Do you think the Enterprise a good choice for the cup races?"

"Yes."

"Do you plan to remain long in Boston?"

"No."

And the interview was ended.

Andrew Will Fight

Navy Yard Closing

Congressman A. Piatt Andrew, Massachusetts member of the House Naval Affairs Committee, who is greatly concerned by the rumored fate of the Charlestown Navy Yard, announced today his intention at the next session of Congress to introduce a bill specifying the number of Navy yards to be engaged in the upkeep and maintenance of the fleet.

Congressman Andrew said that there are several inactive yards which might well be abandoned in the interests of economy and that the bill which he proposes to introduce would automatically take care of the Boston yard, while not interfering with the realization of the economic program of the department.

GLOBE 8/28/30

POST 8/29/30

CURLEY'S SONS VISIT MAYOR SALTER OF BOSTON, ENG



MAYOR CURLEY'S SONS AND MAYOR SALTER
Back Row, Left to Right—Leo Curley, Paul Curley. Front Row—Mayor Reuben Salter,
James M. Curley Jr

HERALD 8/28/30

Playground Circus on Common Today Includes All Acts of Regular 'Big Show'

The playground circus on the Common this afternoon and evening will climax tercentenary events sponsored during the summer by the park department.

It will be a regular circus, with rings, dressing tents, clowns, a band, a menagerie. The atmosphere of a commercial circus will be created at the playground where the boys who have been rehearsing for this event will give two performances which Park Commissioner Long predicts will rank with the most interesting of tercentenary entertainments.

Playground directors have combined to provide a show which will demonstrate the rapid progress of the recreational program developed at the request of Mayor Curley and today's performances will produce marked talent recruited at the city playgrounds.

Both ring and track events are on the program. William A. Mullen, assistant physical director of playgrounds will be in charge of the ring events and Director John A. Lane will supervise the track features.

Among the headlined acts William Cronan as ringmaster will be elephant acts, a roller skating exhibition, tap dancing, a Swedish box drill and a battle royal. Regular circus acts which Cronan has evolved will include monkey acts, exhibition boxing, tumbling and tight rope walking.

Pupils of Frank Caswell will appear in stunts by giraffes, a rope twirling act, balancing, juggling and midget boxing as well as in a polo game, a strong man stunt. A trained dog, and a specialty dancer will be presented.

The climax will be playground wagon races, a stage coach hold-up and a chariot race.

PLEA FOR UNIFORM DESIGNS

Kilham Says Beauty of City Should Be Uppermost

A chance to provide Boston with architectural beauty spots, that will pay a handsome return in lasting valuation and municipal pride for generations to come, exists in the construction of the two traffic circles on Charles street, and the entrance to the new East Boston tunnel, Walter H. Kilham, widely known Boston architect, stated in an interview with the Post yesterday.

FIRST IMPRESSIONS

At these points, where thousands of strangers get their first impression of Boston, he believes that the city officials should see to it that uniform architecture should prevail. Such a municipal project, he says, would be a fitting and permanent memorial to be constructed during the tercentenary year.

Kilham has taken an active interest in municipal development for many years. He is a former chairman of the Chamber of Commerce committee on industrial and civic art, and recently returned from abroad, where he studied the modernistic trends in civic architecture. He believes that Boston is one of the most beautiful cities in the country and that every means should be taken to safeguard its beauty and prevent architectural back-sliding.

He is not much concerned with the type of architecture decided upon for each of these points, as he is in having the buildings regulated. The buildings could be of the colonial, modernistic or renaissance type, but some supervising body like the Municipal Art Commission should regulate the building and keep it uniform, he says.

Mayor Curley, when informed of Kilham's plans last night, said that the idea was an excellent one, but he doubted if it could be carried out.

TRAVELER 8/28/30

Mayor's Sons in Old Boston



(Photo by White)

Three sons of Mayor Curley being entertained by His Worship, Lord Mayor Reuben Salter of Boston, Eng., during their visit to England recently. Left to right, front row, Lord Mayor Salter, James M. Curley, Jr. Back, left to right, Leo Curley and Paul Curley. The lord mayor will be a guest of this city during the tercentenary week.

TRAVELER 8/28/30

SUMMER STREET REPAIRS BOTHER

**City Hall Says Contractor
Should Have Waited
Until Saturday Noon**

Merchants in the Summer street district, especially between Otis and Arch streets, are all "het up" today. The street itself is all dug up.

M. F. Gaddis, contractor, yesterday was awarded an \$8500 contract for rebuilding that portion of the busy thoroughfare. The understanding was that he would begin work Saturday noon, after the closing of business hours, and complete the work by Tuesday morning, so that business would not be interfered with.

Instead, according to city officials, Gaddis began the work last night. Complaints poured in on Mayor Curley today, but he stated that there was little he could do, under the circumstances, although he promised to visit the scene and see if matters could be arranged to allow free travel tomorrow.

POST 8/29/30

FOR THE HORSES

Mayor Curley shows that his heart is in the right place when it comes to consideration for animals by directing that the centre lane of the Northern avenue bridge be restricted to the use of horses. The two side lanes are paved with steel traffic treads, and it was represented to his Honor that they would prove bad for horses, furnishing a slippery footing for the workers—they constitute about all the equines there are in Boston nowadays—and making things more disagreeable for them than ever.

But Dobbin persists in town, and should have every consideration. That reliable authority, the M. S. P. C. A., tells the Mayor that there are 8000 horses working every day in Suffolk County. That seems incredible, but the "Society" makes it its business to know these things.

Curley Asks Public to Buy Immediately

**Purchases, Held Back by Fear,
Would Speed Industry,
He Says**

Asking the public to heed the all-important fact, which is overlooked, that America has weathered every storm, including seven wars, Mayor Curley, in a radio talk from station WNAC, over a New England network, last night, declared that a "buying campaign" on the part of the public would lead the way out of the industrial depression.

"The finances of the nation have never been upon a sounder basis and banks have never been so plentifully supplied with funds, and money has never been available at such a low interest rate for legitimate business needs," the mayor said. "While it is true that there is a surplus of raw material it is equally true that every concern in America has been doing business for eight months upon less than a month's supply of goods on hand. A buying wave tomorrow would mean depleted stocks of goods in every retail establishment and the starting up of mills and factories throughout the land with work and wages for every one."

"The financial report for the six months' period of 1930 as contrasted with 1929 is of interest, since it discloses that 702 firms made no change in dividends, while but twenty-five omitted dividends and twenty-four decreased dividends. These figures disclose the secret of a large measure of present-day depression, namely, the entire burden was placed squarely upon the weak shoulders of the workers instead of being borne equally by industry and the workers."

Tariff an Essential

"Capital has failed to assume its share of the burden and in so doing has worked injury to all. Stress has been laid upon the loss of European trade owing to the recently enacted tariff act, notwithstanding the fact that every student of trade realizes that such an enactment is necessary for the protection of American workers, as Europe is rapidly becoming a closed book, so far as the United States

of America is concerned, for other than raw materials.

"Patriotism has not been the hand maiden of the American dollar in the case of these American foreign branches where child, prison and pauper labor at starvation wages have been set in competition with American workers."

"The conferences arranged by President Hoover for the promotion of a construction program have been prolific of promise but rather sterile in the matter of performance, with the exception of the political subdivisions of the nation which have eagerly seized upon the opportunity presented to conduct major programs that have long been regarded as necessary, but which in the past, due to lack of public support, have been impossible of fulfillment."

"The Federal Government itself has been one of the chief offenders. The actual expenditure for building construction under Federal auspices from Jan. 1 to July 1 of the current year were but \$21,000,000. Congress authorized an expenditure of \$520,000,000 under the public building program and the public assumed that to meet the existing emergency and industrial depression, the entire amount would be allocated and provision made for its expenditure during the year 1930. As a matter of fact the \$520,000,000 allowed under the public building program represents a ten-year building program rather than a one-year program. So that the actual benefit to industry will be negligible."

"The Mississippi River project contemplates ultimately an expenditure in excess of \$2,000,000,000 but the actual expenditures to the present time have been considerably less than \$200,000,000."

Government Failed

"Had the Federal Government set the example and met the present situation as it should be met by making provision for the entire building program representing a total of \$520,000,000 during the year 1930, opportunities, not only for employment of labor, but for the purchase of vast quantities of the material produced by the basic industries, namely, steel, lumber and cement would have aided materially in minimizing the effect of present industrial depression."

"The indications are that America has turned the corner. Relief is being provided for the farming element of the nation and the prices of farm commodities have shown some increase, so that there is a reasonable certainty that this great element, representing one in every four of the population of America, may enjoy some small measure of prosperity."

MANGER HOTEL MAKES ITS BOW

Will Be Opened Tomorrow for Business

Boston's newest hotel, the 12-story Hotel Manger at the North station, made its introductory bow to the New England public yesterday when the coffee room and oyster bar, on the street floor of the building, were thrown open for business. The hotel proper will open tomorrow, with Julius Manger, president of the Manger Hotel chain, and other prominent hotel men present.

The new hotel, the completion of which contributes a new unit to the North station terminal development, will be officially welcomed at a dinner to be given Tuesday night by the Boston Greeters, at which Mayor Curley, for many years a warm personal friend of the Manger manager, George L. Bowles, will act as toastmaster.

Towering high above its surroundings, the hotel, which is located at Causeway and Nashua streets, is a conspicuous feature of Boston's sky line as viewed by persons approaching from the north, and in architecture it represents the latest word in hotel design.

The hotel has three public floors. On the mezzanine floor is the lobby, women's lounge, writing room and main dining room, with banquet halls, barber shops and beauty parlors on the third floor.

Situated conveniently to care for visitors entering Boston from northern New England, the hotel has direct entrances to the North station and the Boston Garden, and a special entrance for motorists on Nashua street.

FITZGERALD'S VICTORY "5-1"

**Mayor Curley Predicts an
Easy Triumph**

A prediction by Mayor James M. Curley that John F. Fitzgerald will win the Democratic nomination for Governor over Joseph B. Ely "five to one" aroused the enthusiasm of some 500 men and women at a meeting under the auspices of the Democratic city committee at the Hotel Bellevue yesterday afternoon.

The Mayor was most enthusiastic about Fitzgerald's apparent victory. He took occasion also to ridicule assertions which have been made at various times that Boston knifed Charles H. Cole when he was a candidate for Governor two years ago. Curley contended that Boston and Suffolk County were in reality the only places which "came through" for Cole as they should have.

Henry E. Lawler, chairman of the city committee, presided and there was enthusiastic Fitzgerald speeches by the candidate himself, Theodore A. Glynn, James H. Brennan and Representative James J. Twohig of South Boston.

AMERICAN 8/28/30

Curleys in Boston, Eng.

LEO CURLEY

PAUL CURLEY



LORD MAYOR SALTER **JAMES M. CURLEY, JR.**
DURING THEIR VISIT to England the three sons of Mayor Curley were guests for a time of Lord Mayor Reuben Salter of Old Boston. They are shown with their host in his garden. They plan to give the lord mayor and his party a royal reception when the English visitors arrive here for the Tercentenary festivities. (Photo by White, Boston.)

POST 8/29/30

STATE GUARD VETS INVITED TO PARADE

Invitations to all State Guard veteran organizations to participate in the tercentenary parade, Sept. 17, were sent out last night by Brigadier-General John J. Sullivan, marshal of the military and patriotic division.

Explaining that nowhere is there a complete list of State Guard officers, the marshal appealed to the press to broadcast the invitation so that former officers may communicate with him at the parade headquarters, 40 City Hall.

POST 8/29/30

VETERANS ANGRY, NOT TO PARADE

Protest to the East Boston Tercentenary Committee

After a protest meeting last night before members of the East Boston tercentenary committee, the members of four veterans' organizations in that section, represented by their commanders, stated that they had been slighted when one of their number was not appointed chief marshal of the parade, to be held Sept. 13, and as a result not one veteran will appear in the parade.

PROTEST BY 200 VETS

The protest of several hundred veterans was heard by the committee under Chairman Daniel J. O'Connell, who is also the chief marshal selected for the parade. After the failure of their protest last night, the veterans' committee, composed of commanders of the four veterans' posts, issued a statement saying that they would take no part in the tercentenary parade.

The meeting was held in Meridian Hall. About 200 veterans attended, headed by Maurice Cashman, commander of the Major Grady Camp, United Spanish-American War Veterans, Charles W. Miller, commander East Boston Post, Veterans of Foreign Wars, William J. Flanagan, commander of the Lieutenant Flaherty Post, American Legion, and Frank Sacco, Orient Heights Post, American Legion.

Another Meeting Tonight

Despite charges that it was an affront to the veterans not to select one of their number, the committee decided to adhere to the original plan to have O'Connell act as chief marshal.

The veterans then went to the quarters of the Flaherty Post and drew up a statement to the public in which they said that they had been slighted by this act of the tercentenary committee, and that no member of their organization would appear in the parade.

Another protest meeting of 1000 veterans is planned for tonight and it is believed that an organized protest to Mayor Curley will be made.

contd

POST 8/29/30

gramme. Then, of course, automobiles did not constitute any way near the menace to the life and limb of a child that they do today, but we can't let up now, for when the children of our city are under proper supervision on well equipped playgrounds they are safe and their mothers and fathers need have no worries or fears about their children."

The Mayor was introduced by Park Commissioner William P. Long, who referred to L.R. Curley as a man who has "done more for the park and playground system of Boston than anyone else who ever occupied the office."

SEPT. 17 TO BE HOLIDAY IN BOSTON

Mayor Asks All to Aid Make City's Natal Day Success

In a public proclamation issued last night, Mayor Curley declared that Sept. 17 would be a holiday, permitting 20,000 municipal workers to participate in the tercentenary parade, and appealing to every business house in the city to allow employees the afternoon off.

URGES ALL TO JOIN IN

He urged every person in the city to join in the reception to His Worship, Lord Mayor Reuben Salter of Boston, England, who is coming here with his colleagues to represent the "mother city" here for the first time in history.

The Mayor also requested the decoration of homes and business houses for the entire Boston Week, starting Sept. 14, and asked that the National colors be flown from every flagstaff in the city.

Text of Proclamation

The Mayor's proclamation follows:
"In honor of the grand military and civic parade, upon Boston Day, Wednesday, Sept. 17, at 2 p. m., I hereby proclaim, as Mayor of Boston, a public holiday for employees of the city of Boston, except those whose duties require their personal service upon the day named, Wednesday, Sept. 17, and earnestly request that the employees of the municipality may join in the festivities arranged for the holiday.

"I especially appeal to the business men of Boston to grant a half holiday to all employees, and for our citizens, to appropriately decorate their stores and places of residence during the observance of Boston Tercentenary Week, and particularly to see that the American Flag is flown from every staff within the city.

List of Noted Guests

"The observance of the Boston Tercentenary marks the anniversary of 300 years of the most liberal and progressive character of municipal government in our beloved and honored city.

"No occasion within the memory of any living resident of Boston is more deserving of popular acclaim and generous support and I earnestly request that every citizen will join in these honored ceremonies.

"The ceremonies that have been arranged in honor of the observance of Boston's Tercentenary Week, Sept. 14-20, inclusive, are especially notable in character, and will be marked by the presence of His Worship, Lord Mayor Reuben Salter; Deputy Mayor Arthur Bailey; Mrs. Arthur Bailey, Deputy Mayoress; and City Councillor Jabez Holland Mountain, all of Boston, Eng.

Many Events on Programme

"It is an interesting historical fact that the Chief Executive of Boston, England, has never been a guest of our municipality and I sincerely trust that our citizens will make every possible endeavor to extend a generous welcome to the distinguished visitors from overseas.

"A programme embracing the most attractive music; an evening electrical parade, dedication of the memorial tablet to the founders upon Boston Common, a town meeting and reception at the Boston Garden, a great military and civic parade, the dedication of the West End Health Unit, a large banquet by members of the Boston Typographical Union, a field day at Franklin Field, a dinner by the Mayor of Boston in honor of Lord Mayor Salter, a pageant at the Tribune on Boston Common, gymnastic and musical exhibitions upon Boston Common, a dinner by the International Association of Printing House Craftsmen are special features of the week's programme. Lord Mayor Salter will also visit, in Boston, the places of historic interest and the shrines where American liberty was born."

HERALD 8/29/30

VETERANS REFUSE TO PARADE SEPT. 10

East Boston Groups Object to O'Connell's Selection as Chief Marshal

A bitter controversy over the selection of Daniel J. O'Connell, a non-veteran, by the East Boston tercentenary committee to be chief marshal of the parade which is to be held in that section of the city Sept. 10 led to a disturbance in Music hall, East Boston, where a protest meeting was in progress last night, that police were called on to quell.

Immediately after the meeting the Veterans Council of East Boston issued a statement in which it was declared that four of the largest veterans organizations in East Boston would not march.

The meeting was called by the veterans council to protest the selection of O'Connell as chief marshal, following threats that the veterans would not march unless one of their number was named to lead the parade. O'Connell presided at the meeting himself, but because of the trouble which ensued no decision was reached at the meeting. The statement issued afterward presented the veterans' position quite clearly. The East Boston board of trade and the tercentenary committee remained firm in their stand for O'Connell.

RECORD 8/29/30

Mayor Honors Order of Ahepa Head

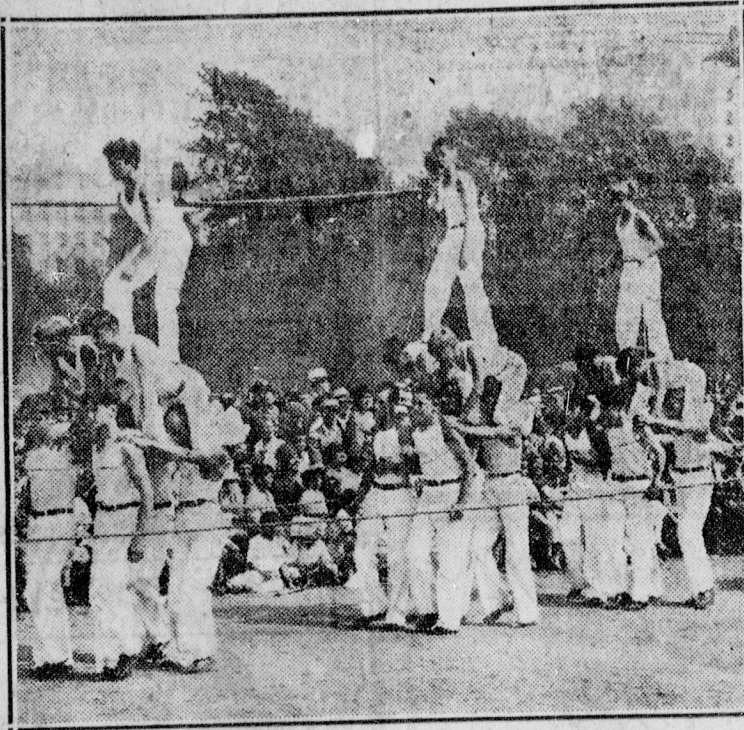


Mayor James M. Curley, shown yesterday at City Hall as he presented the flag of the municipality to George Bassett, president of the American-Hellenic Educational Society, known as the Order of Ahepa, which is holding its annual convention in Boston. They plan a \$10,000,000 educational building program in this city.

POST 8/29/30

OVER 500 BOYS IN HUGE CIRCUS

Tercentenary Feature Amuses, Thrills Big Crowds on Common---Mayor Stresses Playground Need



HUMAN PYRAMID OF CHILDREN AT COMMON "CIRCUS"

Boys from the Healey Playground, Roslindale, shown as they marched in the form of a human pyramid, at the mock circus staged yesterday on the Boston Common by playground youngsters in the view of 20,000 persons.

In a programme replete with amusing and thrilling stunts, more than 500 boys, all members of playgrounds in this city under the jurisdiction of the Boston Park Department, yesterday afternoon and again last night, at the baseball grounds on Boston Common, presented a colorful four-ring circus which proved to be one of the outstanding tercentenary events of the summer.

BIG PARADE OPENS EVENT

Fully 20,000 men, women and children witnessed the performance yesterday afternoon and another crowd about equally as large and enthusiastic attended at night when several large flood lights were trained down on the area. Mayor Curley and Park Commissioner William P. Long were present during the afternoon performance and ex-

pressed themselves as highly pleased at the results of the youngsters' efforts.

The tercentenary feature was staged under the direction of John A. Lane, city athletic director. William Mullen, a supervisor, dressed like "Simon Legree," acted as ringmaster. The 30-piece Alhambra band led by James Mullen played music.

The circus opened with a grand parade in which all the youngsters, colorfully and in many instances grotesquely attired, marched around the grounds, while the surprisingly large audience warmly applauded.

Long List of Events

In the crowded programme of thrilling and amusing performances were included elephant stunts, tight rope walking, wrestling and boxing matches, human pyramid building, tap dancing, a "battle royal," athletic events, specialty dancing acts and roller skating numbers. Then, too, there were, of course, the appearance of funny "cops" who were on bicycle, "Ollie" Garrett who drew plenty of laughs, a farm couple,

clowns, sailors and cowboys. The afternoon scooter contest was won by Paul Newell of the Randolph playground, South End. His brother Donald was second. The Roman chariot race was won by John Lyons, 12, of the Stanley Ringer playground, Allston. Edward Gorman, 12, of the Cabot street grounds, second. An "Amos and Andy" act put on by Clarence Dussault, Ringer supervisor and former Georgetown track star, brought forth plenty of laughs, too.

Slow Motion Grid Game

One of the features of the programme was the presentation of a slow motion football game, made possible through the efforts of "Hiker" Joy, former Boston College football star. Included in this episode were the revival of a few famous plays known to grid stars of a quarter of a century ago.

The "battle royal" staged by eight youths wearing boxing gloves and vigorously walloping each other at will proved an attraction, as did the portrayal of famous athletic contests such as the Sonnenberg-Lewis wrestling match and other similar contests.

Another feature was the appearance of "Dick" Newell of 11 Weldon street, Roxbury, in the circus. He is a former Boston playground boy but for the last four years has been on the stage doing juggling acts as a result of early training he received on playgrounds here.

Curley in Strong Address

In an address to the large gathering, Mayor Curley emphasized that the future success, prosperity and health of the city of Boston depend in a large measure upon the number of and equipment for playgrounds in this municipality. He likewise pointed out the growing menace to the lives and limbs of boys and girls on streets on account of the ever increasing number of automobiles.

"Sometimes it would seem hard," the Mayor said, "for the average citizen of this city fully to realize and appreciate the importance of playgrounds in our city. Yet we have today in Massachusetts in excess of 760,000 automobiles registered and, I am informed, the average number of outside cars passing through here is about 150,000 annually.

Cites Ward at Hospital

"With so many machines and trucks constantly passing over our streets and thoroughfares it should be easy to the average citizen, especially mothers and fathers, to see the constant source of danger that is presented to the lives and limbs of our juveniles. The best example of this truly serious situation can be gleaned from one particular ward at the Boston City Hospital," the Mayor continued.

He declared that in this one hospital ward more youngsters with fractured skulls, broken legs or whatnot can be found assembled within two weeks after vacation begins than in any one classroom in any one school in the whole United States.

"When vacation begins there are plenty of beds available," the Mayor stressed, "but hardly does the vacation get under way and the children begin romping about than the place is almost over crowded. Not only are these injuries likely to prove a serious handicap to the children in future life, but there is also that resulting effect upon the home—on the mother and on the father who naturally are distressed by these accidents.

Health of Children Paramount

"In my opinion, the health and life of the children of the city of Boston is more important than anything else in this city of ours. In fact the future of our city depends upon the present-day youth and they must be watched out for. That is why the city 12 years ago, to protect the children and relieve the fears and worries of mothers, embarked on a major park and playground pro-

PARADE FLOATS TO BE COLORFUL

Originality Stressed in
Great Spectacle Here
Sept. 17

CURLEY CALLS FOR A HALF-HOLIDAY

Floats of striking originality and individuality will form one of the most picturesque and colorful features of the Boston tercentenary parade, Sept. 17. They will be created by Boston designers and decorators and will be sponsored by retail merchants and industrial firms.

To inspire decorators to create unique and attractive floats, the parade committee, with the approval of Mayor Curley, contemplates offering valuable prizes to winners of competitions in the division reserved exclusively for locally designed floats. Merchants have responded so enthusiastically to Mayor Curley's invitation to participate that yesterday's indications pointed to a surprisingly large number of floats.

PREDICT GREAT SPECTACLE

Requests to the committee to designate a definite policy specifying the character of the floats led to the announcement that individuality rather than conformity to some general plan would contribute much towards the success of the float division and the decision met with general approbation.

In the 250th anniversary parade in 1776, the float division was one of the most attractive features and Lt.-Gen. Edward L. Logan and Edward P. Barry are satisfied that this year's parade will be easily the best outdoor spectacle ever seen in New England. The historical float scheme has failed to prove generally popular.

Yesterday Mayor Curley issued a proclamation designating Sept. 17 as a public holiday for all employees of the city except those who cannot be excused from regular service, and he called on the business men to make the day a half-holiday for their employees. Retail merchants will announce their decision today and it will probably be favorable to the half-holiday plan.

The mayor specifically asked that all buildings be decorated and he bespoke a friendly reception to Mayor Salter of Boston, England.

VETERANS TO PARADE

Brig.-Gen. John J. Sullivan, marshal of the military and patriotic division, invited all state veterans' organizations to parade with his division and he bade all former officers, who can make no provision to parade with their former

Sept. 17 Designated Boston Day In Tercentenary Observance

Curley Proclamation and Announcement of
Boardman Flight Serve Notice of
Program Here

Mayor Curley's proclamation of Sept. 17 as Boston day and the announcement of the start of Russell Boardman's projected round trip flight to Europe during the first week of September, yesterday served official notice of the observance of Boston's tercentenary program.

While the series of programs which have been held at the tribune on the Common, since the great meeting day of July 15, have contributed to the general tercentenary festivities, Boston's own tercentenary observance will be held during Boston tercentenary week, Sept. 14 to 20.

Prior to that week, the tercentenary air program, which will exhibit the progress of the city's most modern development, will be held at the municipal airport from Sept. 5 to 7. The start of Boardman's flight will open this program.

MAYOR'S PROCLAMATION

The proclamation said in part:

The ceremonies that have been arranged in honor of the observance of Boston's Tercentenary week, Sept. 14-20, inclusive, are especially notable in character, and will be marked by the presence of His Worship, Lord Mayor Reuben Salter; Deputy Mayor Arthur Bailey; Mrs. Arthur Bailey, deputy mayor; former Mayor James Tait; Mrs. James Tait, former mayoress; and City Councillor Jabez Holland Mountain, all of Boston, England.

It is an interesting historical fact that the chief executive of Boston, England, has never been a guest of our municipality and I sincerely trust that our citizens will make every possible endeavor to extend a generous welcome to the distinguished visitors from overseas.

A program embracing the most

commands, to be members of his staff.

The selection of Col. Oliver Wolcott as chief of staff of the division for juvenile organizations, which James J. Phelan will head, was also announced.

A conference between Mayor Curley and Superintendent of Schools Burke preceded the announcement that 12,000 high school cadets and 5000 high school girls in gymnasium uniforms will parade.

Tentative plans call for the start of the parade at noon and indicate that it will continue for between six and seven hours.

attractive music; an evening electrical parade; dedication of the memorial tablet to the founders upon Boston Common; a town meeting and reception at the Boston Garden; a great military and civic parade; the dedication of the West End Health Unit; a large banquet by members of the Boston Typographical Union; a field day at Franklin field; a dinner by the mayor of Boston in honor of Lord Mayor Salter; a pageant at the tribune on Boston Common; gymnastic and musical exhibitions upon Boston Common; a dinner by the International Association of Printing House Craftsmen; are special features of the week's program. Lord Mayor Salter will also visit in Boston, the places of historic interest and the shrines where American liberty was born.

AIR PROGRAM

The tercentenary air program follows:

FRIDAY, SEPT. 5

Possible start of round trip transatlantic flight by Russell Boardman, pilot, Boston to Dublin, Ire., to European capitals and return. Weather permitting—hour to be announced.

1:30 P. M.—Formation of tri-motored Fords.
1:30 P. M.—Aerial parade over city—civilian planes.
2:00 to 3:00 P. M.—Passenger carrying.
3:00 P. M.—Altitude race to 5000 feet.
3:30 to 5:00 P. M.—Passenger carrying.
5:15 P. M.—Accuracy landing to mark.
6:30 P. M.—Parachute jump.

SATURDAY, SEPT. 6

2:00 P. M. Formation by United States army.
2:30 P. M. Use of parachute in relief work dropping supplies from plane.
3:00 P. M. Race (military planes only).
3:30 P. M. Message pick-up exhibition (national guard).
4:00 P. M. Aerial acrobatics and combat work by army and national guard.
4:15 P. M. Tow target exhibition (national guard).
5:00 P. M. Radio broadcasting (plane to ground).
6:30 P. M. Parachute jump.
8:00 P. M. Aerial night attack on Boston by 101st observation squadron and defence by first corps cadets with anti-aircraft guns and searchlight batteries.

SUNDAY, SEPT. 7

1:30 P. M. Race (civilian).
2:00 P. M. Formation flying (military).
2:30 P. M. Acrobatics.
3:00 to 5:30 P. M.—Band concert.
3:00 to 5:00 P. M.—Passenger carrying.
5:15 P. M.—Accuracy landing to mark.
6:00 P. M. Balloon bursting.
6:30 P. M. Parachute jump.

GENERAL

Exhibition of lighter-than-air craft (blimp Mayflower).
Exhibition of hangar facilities.
Exhibition of airplaces and accessories.
Special reduced rate trips to Plymouth, Marblehead, Boston light, Squantum, L. A. and Concord.

CURLEY BRANDS PLAN 'INJUSTICE, RAID ON PURSES'

**Rep. Hays Appeals to Gov. Allen for Special
Legislative Session — Mayor Declares City
Counsel to Present Opposition to Brown Insur-
ance Schedule at State House Hearing Sept. 8
—Entire State Aroused**

A mighty wave of protest was sweeping the state today against the schedule of increased rates for compulsory automobile insurance, promulgated by Insurance Commissioner Merton L. Brown.

Characterizing the increase as "an injustice" and "only to be regarded as a raid upon the purses of automobile owners," Mayor Curley announced that he has assigned the corporation counsel of the city of Boston to oppose the rates at the public hearing Sept. 8, at the Gardner auditorium, State House.

APPEALS TO ALLEN

Rep. Martin Hays, of Brighton, asked Gov. Allen to call a special session of the legislature, requesting that in the meantime the insurance commissioner be directed to suspend fixing the rates.

Rep. Charles T. Cavanaugh, of Cambridge, announced that he will submit a bill to the legislature, providing for the abolition of the zone system and substituting a flat rate system throughout the state.

"RAID ON PURSES"

"The increase in compulsory insurance rates, as recommended by the insurance commissioner, is, in my opinion, an injustice, not only to the city of Boston, which has been singled out for a greater increase than that in any other zone, but the rates as recommended can only be regarded as a raid upon the purses of automobile owners," the mayor declared.

TO PRESENT PROTEST

"I have this day instructed the corporation counsel not only to be present

at the meeting at Gardner auditorium on Sept. 8 to oppose the rates but in addition to act as counsel for all committees in the Boston zone and for every zone in the commonwealth that requests assistance."

In his letter to the Governor, Representative Hays terms the new rate "exorbitant, unjust, excessive, unreasonable and oppressive."

In his opinion the only two courses available under the present situation of affairs are repeal of the compulsory insurance act, and formation of a private state-controlled company, operated on a service-at-cost basis.

PARKING FIXING BELIEVED ENDED

**New Rules, Effective To-
morrow, Avoid Evasion
Possibility**

New parking regulations in Boston, considered by experts to be the most drastic in the country, formulated several weeks ago, will be in effect tomorrow.

There is to be no "fixing" under the new rules. Machines parked in 21 streets where parking is banned entirely, as well as machines parked in other streets in violation of the regulations, will be tagged, beginning Monday, and the motor vehicle registry department will co-operate to the fullest extent with the police.

CAN'T POSSIBLY EVADE

The tags are arranged so that there is no possibility of evasion. They are laid out in three parts. One is placed on the machine, the second part will go to Traffic Division 20 or 21, and the third will go to the office of Deputy Superintendent of Police Goode to be placed in the files of the bureau of traffic.

No record was kept under the old system so that an offender could claim every offence his first.

Names of those who violate the rules for the fourth time will be turned over to the registrar of motor vehicles by the police. There is no time limit over which the four violations may be made. The four violations, even over a period of years, will be treated the same as if they occurred on consecutive days. This is possible by the keeping of records.

ALTERNATING PARKING

First offenders will be warned, second summoned to court unless good reason can be given, third will go to court anyway, and fourth will have to go to court and before the registrar of motor vehicles on the question of revocation or suspension of registrations.

Mayor Curley's plan of alternating parking is included in the new regulations. Traffic Commissioner Joseph A. Conry has sent a letter to all business establishments asking their co-operation with the police and to appeal to clients and customers to obey the new rules.

Police Commissioner Eugene C. Hultman has issued instructions to his men embodying the carrying out of the regulations. He orders that, when a motorist is ordered to appear before the registrar of motor vehicles, a representative of the traffic bureau shall be present at any hearing and present all records of the bureau relating to the particular case. A storm of protest from motorists and business men is expected when the new rules go into effect.

Curley Predicts Victory for Fitzgerald by 5 to 1

Prediction by Mayor James M. Curley that John F. Fitzgerald will win the Democratic gubernatorial nomination over Joseph B. Ely "five to one," an attack by Ely on the Boston Democratic City Committee for assisting Fitzgerald, and a broadside by John J. Cummings against Ely as a "power trust attorney" are the latest features of activities in the Democratic political field.

Mayor Curley's forecast of a Fitzgerald victory aroused enthusiasm of about 500 men and women at a meeting late yesterday afternoon at Hotel Bellevue. Henry E. Lawler, chairman of the city committee, presided and there were Fitzgerald speeches by the candidate himself, Theodore A. Glynn, James H. Brennan and Representative Twohig of South Boston, candidate for the State Senate.

Ely, in a radio address, charged the Boston committee with masquerading, declaring, "Pull off the mask and you will find them the paid workers of John F. Fitzgerald." He also said that the nomination of Fitzgerald will mean the re-election of Governor Allen.

In charging Ely with being a "power trust attorney," Cummings said:

"I have proved conclusively that he is a power trust attorney, the salaried employee of the legal representative of the power trust in New England. I showed by the public records that he not only tried their cases but had appeared before the Public Utilities Commission in opposition to Governor Fuller's effort to reduce the lighting charges of the power trust.

"I agree with Ely when he says that for the good of the Democratic party, John F. Fitzgerald must be defeated. Mr. Ely, however, is not the man to do it."

Peter F. Tague Again Honored by Curley

Peter F. Tague, named as chairman of the election commission a few weeks ago, was today reappointed for another term which will end on March 30, 1932. He was a member of the board of assessors when transferred to the election department, Henry F. Dally, then registrar, taking his place.

New Key to Boston Is of Ancient Wood

Custom was revived at City Hall today when Mayor Curley presented Will Leonard Lowrie, American consul general to New Zealand, with a key to Boston. It was Mr. Curley who began the distribution of metal keys to visitors during his first administration. The practice was continued under Mayor Peters, resumed in the second Curley administration and permitted to lapse after a rather sensational imposition had been imposed on a distinguished visitor.

The new key presented today is the first of its kind. It was made from the wood of one of the 200-year-old elms recently removed from Lexington Green and bears an inscription to that effect. It reposes in a box made of the wood of the tree. Several such tokens have been presented to the mayor, but the supply is limited.

Curley to Combat Insurance Rates

In the belief that an increase in the compulsory automobile insurance rates, as recommended by Insurance Commissioner Merton L. Brown would constitute an injustice, not only to the city of Boston but to other communities, Mayor Curley today instructed Corporation Counsel Samuel Silverman to be present at the meeting in the Gardner Auditorium on Sept. 8 to oppose the schedule, and in addition to act for all committees in the Boston zone, and for every other zone in the Commonwealth which may request his assistance.

AMERICAN 8/29/30

BOYS PRESENT CIRCUS

More than 500 boys of the city playgrounds presented a four-ring circus on the Common for the second time last night.

Mayor Curley and Park Commissioner William P. Long were present during the first performance in the afternoon.

The circus was staged under the direction of John A. Lane, city athletic director. William Mullen, a supervisor, dressed like "Simon Legree," was ringmaster. The 30-piece Alhambra band, led by James Mullen, played.

On the program were elephant stunts, tight rope walking, wrestling and boxing matches, human pyramid building, tap dancing, a "battle royal," athletic events, specialty dancing acts and roller skating numbers.

One of the features was the presentation of a slow motion football game, under the direction of "Hiker" Joy, former Boston College football star.

GLOBE 8/29/30

Mayor Gives Out First of New Keys to the City of Boston

The first of the new keys to the city of Boston was presented today by Mayor Curley to Will Leonard Lowrie, American Consul General to New Zealand, with headquarters at Wellington.

Wood from the Washington elm is used in the fashioning of the keys and the wooden casket in which they repose.

CURLEY NEUTRAL IN DIST.-ATTY. FIGHT

Close Friends of Mayor in Both Mulhern, Foley Camps

Mayor Curley apparently has determined to assume a position of neutrality in the strenuous campaign being waged for the Democratic nomination for district attorney of Suffolk county between Senator Joseph J. Mulhern and Dist.-Atty. William J. Foley, while many of the intimate political associates are openly taking sides in the fight.

John J. Curley, former city treasurer and the Mayor's brother is actively campaigning in Foley's interests. Councilman John F. Dowd, Senator Michael J. Ward, Judge Sullivan of the Charlestown municipal court and Chairman Henry E. Lawler of the Boston city committee, all friends of the Mayor have thrown their support to Mulhern.

Dowd, member of the Boston city council from the old Tammany ward yesterday began the distribution of a circular to the voters in his ward asking them to join with him in his advocacy of Mulhern's candidacy. In his circular he declared that his contacts with the district attorney's office has convinced him that it has been conducted inefficiently throughout Foley's term of office.

Ward and Dowd are former secretaries to Mayor Curley and their stand in the contest, compared with the position taken by John Curley, has combined to confuse the situation in the minds of many of the Mayor's loyal supporters.

Foley has given the impression that he is more or less disinterested in the direction in which Curley does throw his support in the event that he decides to abandon his position of neutrality.

Mulhern supporters have covered the county so intensely that few prospective participants in the primary will have escaped contact with them within the next fortnight.

Friends of Mulhern have been engaged in a house-to-house campaign in South Boston and Dorchester in which they have appealed personally to men and women voters to give consideration to their friend.

AMERICAN 8/29/30

Tague Reappointed to Election Board Post

Mayor Curley yesterday reappointed Peter F. Tague as chairman of the election commission for the term ending March 31, 1932. Recently Chairman Tague was shifted from principal assessor of the city to his present position, succeeding James J. Mulvey, who was appointed registrar of births, deaths and marriages.

Booklet on Boston Ready for Public

Curley's New Bureau Issues Valuable Compendium of Information

There was issued from the office of the city's commercial, industrial and publicity bureau, today, a fifty-six-page booklet of convenient pocket-size, containing thumb-nail sketches of the outstanding industries of metropolitan Boston. The booklet is bound with a substantial cover and contains photographic reproductions of the airport, the huge South Boston drydock, and the Technology group of buildings, together with pictures of a score of manufacturing plants representative of New England's industries. It also contains a foreword by Mayor Curley, in which he states:

"Boston is the birthplace of American Industry. Here, the early settlers cleared the forests, took advantage of the country's illimitable natural resources, set up the first manufacturing establishments and built the first vessels with which commerce was carried on with the mother country and other early American settlements. With a year-round climate conducive to full industrial productivity, and with an intelligent, highly-specialized and skilled labor market working in sympathy with commercial and industrial advancement, no city in America offers better advantages than Boston."

The booklet has been prepared on a metropolitan Boston basis, and emphasizes the fact that this is the fourth city in the country in respect to population. It also develops the very interesting idea that within a radius of 300 miles from Boston, there are 24,000,000 people, one-fifth of the population of the United States; within 500 miles, more than 40,000,000 people, one-third of the nation's population; furnishing a nearby market for New England-made products. It is interesting to learn in this same connection that the homes of one-half of the people of the United States are within a radius of 850 miles from Boston.

Quoting the United States Department of Commerce publication, "Industrial Structure of New England," the booklet calls attention to New England's climate as an industrial asset, in these words: "Labor is maintained at full productivity throughout the year. The bracing air of New England generates ambition among the industrial population and promotes a sanguine attitude. The invigorating climate plays an important role in the industrial development of New England."

From the same source is quoted a paragraph commending the character of labor and products associated with New England's industrial operations, in these words: "New England has the advantage of several generations of training and experience in commerce and industry, and the arts, with the result that a reservoir of skilled labor has been developed and a standard of quality in its products created and maintained. This early start in the economic development of the country, coupled with a past of great achievement, is not always taken into consideration by those who, because of their failure to make proper allowances for the deceptiveness of percentages, are prone to criticize New England unduly."

The booklet is for free and wide distribution, and already a great many copies are in the mails. It will be sent to the large number of persons all over the country who have been writing to the

Commercial, Industrial and Publicity Bureau for information in regard to the Tercentenary, and it will be distributed among delegates to the various conventions held in Boston. The present edition is one of 75,000 copies, ready for distribution, and they may be had by business houses in convenient lots for the purpose of distributing them among trade relations in other parts of the country. Application should be made to the Commercial, Industrial and Publicity Bureau, 80 Federal street, Boston.

Holiday for City Workers on Sept. 17

Curley Issues Proclamation Calling Attention to Elaborate Plans

Boston Day, Sept. 17, will be a public holiday for city employees, by proclamation of Mayor Curley, and business men are asked to grant a half-holiday to all employees and to decorate their stores and other places of business.

The mayor calls attention to the impressive significance of the week with its varied program and the visit of His Worship Mayor Reuben Salter of Boston, England, and remarks that the chief executive of Boston, England, has never been a guest of this city.

The proclamation follows:

"In honor of the grand military and civic parade, upon Boston Day, Wednesday, Sept. 17, at 2 P. M., I hereby proclaim, as mayor of Boston, a public holiday for employees of the city of Boston, except those whose duties require their personal service upon the day named, and earnestly request that the employees of the municipality may join in the festivities arranged for the holiday.

"I especially appeal to the business men of Boston to grant a half holiday to all employees, and for our citizens, to appropriately decorate their stores and places of residence during the observance of Boston Tercentenary Week and particularly to see that the American flag is flown from every staff within the city.

"The observance of the Boston Tercentenary marks 300 years of the most liberal and progressive municipal government in our beloved and honored city.

"No occasion within the memory of any living resident of Boston is more deserving of popular acclaim and generous support and I earnestly request that every citizen will join in these honored ceremonies.

"The ceremonies that have been arranged in honor of the observance of Boston's Tercentenary Week, Sept. 14-20, inclusive, are especially notable in character, and will be marked by the presence of His Worship, Lord Mayor Reuben Salter; Deputy Mayor Arthur Bailey, Mrs. Arthur Bailey, deputy mayoress; Ex-Mayor James Tait, Mrs. James Tait, ex-mayoress, and City Councilor Jabez Holland Mountain, all of Boston, Eng.

"It is an interesting historical fact that the chief executive of Boston, Eng., has never been a guest of our munici-

pality and I sincerely trust that our citizens will make every possible endeavor to extend a generous welcome to the distinguished visitors from overseas.

"A program embracing the most attractive music; an evening electrical parade; dedication of the memorial tablet to the founders upon Boston Common; a town meeting and reception at the Boston Garden; a great military and civic parade; the dedication of the West End Health Unit, a large banquet by members of the Boston Typographical Union; a field day at Franklin Field; a dinner by the mayor of Boston in honor of Lord Mayor Salter; a pageant at the tribune on Boston Common; gymnastic and musical exhibitions upon Boston Common; a dinner by the International Association of Printing House Craftsmen, are special features of the weeks' program. Lord Mayor Salter will also visit in Boston the places of historic interest and the shrines where American liberty was born."

Playground Circus True in All Details

The circus presented yesterday afternoon and evening on Boston Common by three hundred boys of the city playgrounds was enjoyed by 40,000 spectators.

Mayor Curley was a spectator and a speaker at the afternoon performance. He declared that the playgrounds were successfully arranging summer programs of the sort which entertained the children, and said that the greatest good of the playgrounds consisted in keeping the children off the streets where their lives are constantly menaced by automobile traffic during the vacation period.

Costumes made to represent elephants, giraffes, clowns, monkeys, Indian and horse-back riding cowboys were nearly all made by the playground youngsters themselves. The boys went the regular circuses a step or two better in introducing new features including a slow motion exhibition of intricate football plays, Amos 'n' Andy's taxicab office, and scooter and coaster wagon races in addition to gymnastic drills and more than a score of other acts.

Fritz, the trained collie of Francis Burnes of the Smith Pond playground, was a performer who found particular favor from the crowd. Picked up by his youthful owner on the streets several months ago, Fritz has been trained to climb a ladder, roll a barrel and jump through a hoop at his master's bidding.

"Ollie" Garrett, without whose rumored presence no recent public event has been a complete success, was there in person if one could believe a placard which one lad carried as he dodged in and out behind posts in eluding a clown policeman.

William M. Mullen, assistant physical director, was ringmaster and announcer, while track events were in charge of Physical Director John A. Lane. The Alhambra band provided the music, while individual rings were in charge of William Cronan, Frederick Byrnes, Frank Caswell and Edward Kohler.

HOPE OF ENDING E. BOSTON ROW

Marshalship Issue May Be Taken to Mayor Curley

East Boston citizens were "sitting tight" today on the heated controversy which broke out last night between the East Boston tercentenary committee and the veteran organizations over the chief marshalship of the tercentenary parade, scheduled for Sept. 13. The general opinion prevailed that the matter will be ironed out satisfactorily, despite rumors to the contrary.

One leading citizen, who asked that his name be omitted for the present, said:

"After all, the best interests of the community come first. Petty quarrels have no place in such an undertaking and I feel sure that whatever grievance the veterans have will be adjusted amicably."

Daniel J. O'Connell, chairman of the general committee, declined to discuss the situation further, other than to say that his committee "intends to sit tight for a while." He expressed himself as hurt at the attitude of the veterans' committee, particularly in view of their apparent indifference to the celebration until they appeared last night and demanded the honor of chief marshal for one of their group.

On the other hand, the veteran organizations will hold a joint meeting in Legion Hall, Orient Heights, tonight to discuss the situation further. It was hinted this afternoon that the matter probably will be taken to Mayor Curley for an adjustment. Neither Mr. O'Connell nor any member of his committee had been invited late this afternoon.

TO HONOR MAYORS CURLEY AND SALTER

Printing House Craftsmen President in Boston

Oliver B. Watson of Swansea, Ontario, international president, International Association of Printing House Craftsmen, is making a special visit to Boston in order to present an honorary life membership in this organization to Mayor Curley and Lord Mayor Reuben Salter of Boston, England.

Plans have also been perfected for the dinner of the Boston Club of Printing House Craftsmen which will be held at 6:30 in the main dining room of the Boston Chamber of Commerce on Boston Day, Sept. 17.

TAGUE REAPPOINTED AS ELECTION COMMISSIONER

Former Congressman Peter F. Tague, now serving as chairman of the Election Commission of Boston, today was reappointed by Mayor Curley, to serve the term ending March 31, 1932.

MAYOR ASKS WORK STOP AT NOON

20,000 City Employees Get Day Off; All Residents Urged to Celebrate

Boston Day, Sept. 17, was declared a holiday in a public proclamation issued last night by Mayor Curley.

The mayor appealed to every business house in the city to allow employees the afternoon off. His declaration gives 20,000 city employees a day off.

Mayor Curley urged every resident of the city to join in the reception to Mayor Reuben Salter, of Boston, England, who is coming here to represent the "mother city."

FLY COLORS

The mayor also requested the decoration of homes and business houses for the entire Boston Week starting Sept. 14, and asked that the national colors be flown from every flagstaff.

The mayor's proclamation follows:

"In honor of the grand military and civic parade, upon Boston Day, Wednesday, Sept. 17, at 2 p. m., I hereby proclaim, as mayor of Boston, a public holiday for employees of the city of Boston, except those whose duties require their personal service upon the day named, Wednesday, Sept. 17, and earnestly request that the employees of the municipality may join in the festivities arranged for the holiday.

"I especially appeal to the business men of Boston to grant a half holiday to all employees, and for our citizens to appropriately decorate their stores and places of residence during the observance of Boston Tercentenary Week, and particularly to see that the American flag is flown from every staff within the city.

OFFICIAL VISITORS

"The ceremonies that have been arranged in honor of the observance of Boston's Tercentenary Week, September 14-20, inclusive, are especially notable in character, and will be marked by the presence of His Worship, Lord Mayor Reuben Salter; Deputy Mayor Arthur Bailey; Mrs. Arthur Bailey, Deputy Mayoress; and City Councillor Jabez Holland Mountain, all of Boston, Eng.

"It is an interesting historical fact that the chief executive of Boston, England, has never been a guest of our municipality and I sincerely trust that our citizens will make every possible endeavor to extend a generous welcome

to the distinguished visitors from overseas.

"A program embracing the most attractive music, an evening electrical parade, dedication of the memorial tablet to the founders upon Boston Common, a town meeting and reception at the Boston Garden, a great military and civic parade, the dedication of the West End health unit, a large banquet by members of the Boston Typographical Union, a field day at Franklin Field, a dinner by the mayor of Boston in honor of Lord Mayor Salter, a pageant at the Tribune on Boston Common, gymnastic and musical exhibitions upon Boston Common, a dinner by the International Association of Printing House Craftsmen are special features of the week's program."

HOSPITAL JOB UP TO COUNCIL, MAYOR SAYS

\$50,000 Boiler Project at Long Island Should Be Passed, He Declares

Following receipt of an additional report on the boilers at the Long Island Hospital from Institutions Commissioner James E. Maguire, Mayor Curley last night declared the City Council must act favorably or take the responsibility.

At the last meeting of the council, it failed by a vote of 14 to 7 to pass an order of Mayor Curley calling for an appropriation of \$50,000 for a new boiler.

Commissioner Maguire forwarded a report by Chief Engineer John Murphy of the Long Island hospital which called attention to leaks in boilers No. 3 and No. 4 of the new "66" series and repairs made on two other boilers.

"I consider the leaky conditions to be caused by the rather violent expansion and contraction due to the blast furnace effect of the pulverizer system, and also to the fact that the fire comes in actual contact with only two-thirds of the boiler shell."

A good word was said by the commissioner for the new fire pump installed at the hospital. He said trial results were very satisfactory. Fire squads from the personnel of the hospital have been organized and there is 1000 feet of new fire hose, as well as additional fire extinguishers, and the fire alarm boxes have all been overhauled.

MAYOR CURLEY CALLS AUTO INSURANCE RATES UNJUST

MANY PROTEST NEW SCHEDULE

Hays Urges Gov Allen to Call Special Legislature Session

Mayor Curley's statement in regard to the new auto insurance rates is brief and to the point.

"The increase in compulsory automobile insurance rates as recom-

mended by insurance Commissioner Merton L. Brown, is in my opinion an injustice not only to the city of Boston, which has been singled out for a greater increase than that in any other zone, but the rates as recommended can only be regarded

as a raid upon the purses of automobile owners.

"I have this day instructed the corporation counsel not only to be present at the meeting at the Gardner Auditorium on Sept 8 to oppose the rates but in addition to act as counsel for all committees in the Boston zone and for every zone in the Commonwealth that requests his assistance."

Curley Challenges Lafayette Mulligan To Revive His Key-Giving Practice

Mayor Curley yesterday virtually challenged Lafayette Mulligan, an undiscovered busybody during the previous Curley administration, to revive the activity which forced the abandonment of the practice of presenting keys to the city to distinguished visitors.

It was Mulligan who made notable literary contributions to the columns of The Herald, climaxed by the presentation of a key to the city to the Prince of Wales, and who created the furor

that preceded the cessation of the key giving exercises in the mayor's office.

Mulligan was referred by Mayor Curley when he gave to Will Leonard Lorie, United States consul-general to New Zealand a key carved from the trunk of a tree which stood alongside the green at Lexington during the battle of April 19, 1775.

"It is the first time since the Lafayette Mulligan episode," said the mayor with a laugh, "that there has been a key to the city presented to a visitor."

BOOM BOSTON BOOK BEING CIRCULATED

Curley's Industrial Bureau Boosting Metropolitan Area

The commercial, industrial and publicity bureau created by Mayor Curley has begun to advertise the advantages of Boston. A 56-page booklet of pocket size, containing short sketches of the outstanding industries of metropolitan Boston, as well as photographs of the airport, the South Boston drydock, the Tech group of buildings, and pictures of a score of manufacturing plants, will be circulated throughout the country.

The booklet contains a foreword by Mayor Curley which reads, "Boston is the birthplace of American industry. Here, the early settlers cleared the forests, took advantage of the country's illimitable natural resources, set up the first manufacturing establishments, and built the first vessel with which commerce was carried on with the mother country and other early American settlements. With a year-round climate conducive to full industrial productivity, and with an intelligent, highly-specialized and skilled labor market working in sympathy with commercial and industrial advancement, no city in America offers better advantages than Boston."

By the mayor's orders the booklet was prepared for the metropolitan city rather than for Boston, itself, and stress is placed on the fact that the metropolitan city of Boston ranks fourth in population, that within 300 miles of Boston are 24,000,000 persons, and with 500 miles there are 40,000,000. The claim is made that within a radius of 850 miles from Boston are the homes of one-half the national population.

The initial edition of the booklets is 75,000, and business concerns can obtain a supply by application to the commercial, industrial and publicity bureau at 80 Federal street.

Boston is also being advertised on paper packets of matches which were distributed for the first time yesterday.

OFFICERS NAMED ON PARADE STAFF

Gen. Logan Announces Assistants to Gen. Cole and Division Marshals

Lt.-Gen. Edward L. Logan, chief marshal of the Boston Day parade, Sept. 17, yesterday announced the assistants to Brig.-Gen. Charles H. Cole, the chief of staff. The list comprises Brig.-Gens. John H. Sherburne, Richard K. Hale and Thomas F. Foley, Cols. Edward H. Eldredge, William J. Keville, Thomas F. Murphy, John F. Osborne, J. C. R. Peabody and Slater Washburn, Lt.-Cols. John B. Atkinson, Charles R. Cabot, Henry G. Cormerais, George Gilbody, Waldron H. Rand, Jr., and Frank P. Williams, Maj. John W. Hyatt, Elijah Adlow, Edwin H. Cooper, Leon F. Foss, Paul H. Hines and William J. McCarthy, Capt. Floyd H. Blackman, Edward F. O'Dowd, Thomas H. Ratigan, Charles M. Rotch and Bayard Tuckerman, Jr., and Thomas J. A. Johnson.

Announcement was also made that Maj.-Gen. Francis Henry Appleton, has accepted the post of marshal of the division of fraternal and racial groups and that he has appointed Maj. Charles T. Harding his chief of staff. Gen. Appleton issued an invitation to former officers who served under him in the First Corps of Cadets to parade on his staff and will later designate representatives of the fraternal and racial groups for like duty.

Former Lt.-Gov. Edward P. Barry has been named marshal of the industrial and float division.

GREAT BOSTON AIR MEET SOON

Boardman's Flight One Feature Sept. 5

With the start of a transatlantic flight to feature its opening day, the programme of the tercentenary air meet to be held at the Boston Municipal Airport, Sept. 5, 6 and 7, was announced yesterday by Mayor Curley as the greatest aerial exhibition ever planned by the city. The three-day programme will include exhibitions of parachute jumping, dropping relief supplies from army planes, races of every description, formation flights and a night attack by airplane on Boston.

Friday, Sept. 5, was announced as the day on which Russell N. Boardman will take-off from the Boston airport, weather permitting, in his specially-built cabin monoplane on his flight to Harbor Grace, whence he will start out over the ocean to tour the capitals of Europe in the interest of the American Legion convention here this fall.

On Saturday, the 6th at 8 o'clock in the evening, Boston will be attacked in a mimic war by planes of the 101st observation squadron, M. N. G., and will in turn be defended from the attack by the First Corps of Cadets with their anti-aircraft guns and searchlights.

VEST-POCKET BOOKS OF HUB

Mayor Starts Circulation of More Than 50,000

Vest-pocket booklets, describing Boston's facilities, were placed in circulation yesterday by Mayor Curley as one of the first steps in his programme to boom the port in every section of the world.

More than 50,000 copies of the 60-page booklet have been published by the city's commercial, industrial and publicity bureau, headed by Directors John T. Scully and Thomas A. Mullen and Secretary Frederic E. Dowling, with headquarters at 80 Federal street.

The little book is generously illustrated with photographs of the leading industrial plants of Greater Boston, and contains official facts and figures relating to the business life of the metropolitan area as well as the advantages offered to new industries.

NEW CAR RATES TOO HIGH, SAYS EX-GOV. FULLER

Should Be Based on Record
Of the Motor Driver,
He Declares

ALLEN WILL STUDY LATEST INCREASE

Curley Declares Boost
Raid on Pockets of Bos-
ton Owners

"The new automobile insurance rates projected for Massachusetts are 'too high and decidedly inequitable,' but such inequalities will continue until the law is changed and the rates based on the accident record of the individual driver."

This was the opinion expressed by former Gov. Alvan T. Fuller in New York last night just before sailing with his family on the Europa for a vacation abroad.

Gov. Allen will begin at the State House today a detailed study of the new rate structure, which would revise upward the cost of automobile insurance in all save a few communities near Boston, where already high rates prevail. Boston would be hit particularly by the new rates. While his mind is open, the Governor is sympathetic to the protests.

WOULD CHANGE SYSTEM

Mr. Fuller said:

"What they should do is work out a system for apportioning the rates according to a driver's ability to drive and his record of accidents. This would naturally take some trouble, time and bookkeeping, but the system may as well be started now as any time. The injustice of the present system is apparent when we consider that a good driver may live in a zone where the accident frequency is extremely high. He may have no accidents, but he will nevertheless be charged according to the number of accidents another man may have.

"On the other hand, a reckless driver may live in a zone where there are few accidents and the insurance rates are correspondingly low. He may have any number of accidents, yet he will pay for his insurance as though he were a sure and careful driver.

"You'll hear a great deal of criticism of the compulsory insurance law all over the country from people who can

see but one side of the case. But it stands to reason that it is the only means of protecting the driver in personal injury liability. All other means are sidestepped and avoided by technicalities. This one cannot be."

Mr. Fuller predicted that within a few years enough people would realize that the insurance rates must be based logically on a driver's record. Then the better system will be established, he said.

CURLEY IN PROTEST

The publication of the proposed rates yesterday precipitated a crescendo protest in Boston and other communities hit by the increases, and this found chief expression in an announcement by Mayor Curley that vigorous protest will be formally lodged against the rates at a public hearing to be held in the Gardner Auditorium at the State House Sept. 8.

Corporation Counsel Samuel Silverman, who will represent citizens of Boston and any other communities desiring to join in the protest at the hearing, announced last night that if the protest goes unheeded, recourse will be had to the Legislature to bring about a change in the law whereby the present method of fixing rates will be changed to a more equitable basis.

ALLEN TO STUDY RATES

After a nine-day holiday passed in the New Hampshire mountains, during which he remained out of contact with affairs of state, Gov. Allen returned last night to his summer home at Marblehead Neck.

"During my brief vacation," he said, "I have been so completely out of touch with affairs that I am not prepared to comment on so important and vital a subject without first having had the opportunity of equipping myself with all the available information.

"Naturally," he continued, "I am entirely in sympathy with the efforts to obtain reasonable rates and it is my intention to devote my time to a complete study of the situation."

The Governor declined to comment on the request made to him in an open letter by Representative Martin Hays of Brighton that a special session of the Legislature be called to deal immediately with the problem. He said he would have to read the letter before he would be willing to discuss its contents.

Silverman, outlining the views of the mayor, as well as of numerous citizens who, he said, had given vent to their feeling on the subject, characterized as unreasonable and unfair the present system of fixing liability rates on the basis of the general risk factor of the district where the car is garaged. He said:

Last year we went to the supreme court and protested against this system, and although the court declined to grant our plea to have the rates set aside and new ones promulgated, it conceded that our argument was sound and logical.

We argued that it was unfair to penalize a man—that is, make him pay an excessive rate—just because he lived in a community where, as it happened, there were other motorists who were not so careful as he on the road. It seems a bit ridiculous to have a situation, for

instance, where a man living on Bay State road, near Mountford street, merely because he garages his car in Boston, should be required to pay twice as much as a man living across the line in Brookline, garaging his car on Mountford street on the other side of Commonwealth avenue.

It was our contention at the time of the supreme court proceedings a year ago and it is our contention now that the rates should be based on the risk factor of the individual driver and not on the location of the garage where he keeps his car.

ON RECORD OF DRIVER

We contend that the rates should be based on the record of the individual driver: the man who has a had a clean record should be granted a minimum rate, the man who has had three accidents should pay more proportionately, and still higher rates should be assessed on the man who has had a larger accident ratio. An individual scale could be readily worked out, as the insurance companies maintain a clearing house which tabulates the accidents of all drivers insured in the various companies.

The supreme court, while rejecting our appeal, said our argument was reasonable and logical, but ruled that it was not within its province to overrule the insurance commissioner unless he had perpetrated a fraud or acted in bad faith.

We believe that Commissioner Brown should take cognizance of the supreme court's tacit agreement with our stand and adopt the method of establishing rates advocated by the city of Boston then and reiterated now. It is clear to anyone that the risk is not the garage or its location, but the driver of the car himself. The Legislature recognized this when it provided for the revocation of insurance held by operators who have had an unusual number of accidents.

If the commissioner refuses after arguments are heard to revise his method of fixing rates so as to base them on the risk of the operator instead of the garage, then the city of Boston will go to the Legislature and ask that the method be changed by legislative mandate. Mayor Curley has already given instructions to prepare for such a move and he feels that not alone will Boston be joined by numerous other communities in this plea but that the Legislature will be in a more receptive mood for such a petition because of the extensive dissatisfaction against the present system.

CURLEY MAY APPEAR

It is probable that Mayor Curley will personally appear at the hearing on Sept. 8. In a statement expressing his determination to fight the decision of Commissioner Brown, the mayor said:

The increase in compulsory automobile insurance rates is, in my opinion, an injustice not only to the city of Boston which has been singled out for a greater increase than that in any other zone, but the rates as recommended can only be regarded as a raid on the purses of automobile owners.

I have this day instructed the corporation counsel not only to be present at the meeting at the Gardner auditorium, Sept. 8, to oppose the rates, but in addition to act as counsel for all committees in the Boston zone and for every zone in the commonwealth that requests his assistance.

POST 8/30/30

ONE-SIDE PARKING RULES ON

Mayor's Novel Plan to Relieve Congestion in Effect

FIRST REAL TEST TO COME TUESDAY

Many Streets Barred to to Parkers at Any Time of Day

The most radical traffic innovation ever adopted by the city of Boston—Mayor Curley's original alternate parking plan—went into effect at 1 o'clock this morning. According to its terms, parking in 21 important streets is confined to one side for half of the day and to the other side for the remainder of the day.

REAL TEST TUESDAY

Because little traffic is expected in the downtown section of the city over the holiday week-end, officials believe that the new plan will not be subjected to a real test until Tuesday. At that time, traffic officials state, when the new anti-parking enforcement system of Commissioner Hultman will be in effect, the alternate parking plan may be studied to best advantage.

The operation of the new plan, with parking being wholly banned in the centre of the downtown area, will be watched with great interest by thousands of motorists and by the proprietor of every business establishment in downtown Boston.

The revised rules were promulgated by Traffic Commissioner Joseph A. Conry and his associate commissioners, and the anti-fixing code was formulated by Police Commissioner Hultman with the aid of Assistant-Corporation Counsel Leo Schwartz. This latter becomes effective Monday.

Result of Long Study

The systems are the result of extended study of the Boston parking problem and is considered puncture proof. It is

expected it will relieve the traffic congestion in Boston more effectively than the new traffic signal lights.

Commissioner Conry has issued a pamphlet for the special convenience of visitors, giving a map that indicates the parking restrictions, a description of the signal system, a page of advice to motorists and some tourist information.

Business houses are cautioned to advise clients, customers and employees against violating the regulations.

May Stop Five Minutes

No parking at all is to be permitted in certain blocks of about 60 streets, except that passenger cars may stop for five minutes to let off or take on passengers, and trucks may stand 20 minutes to load or unload merchandise.

Under the alternate parking rules parking is permitted on one side of the following important downtown streets between 1 a. m. and 1 p. m., and on the other sides from 1 p. m. to 1 a. m.: Harrison, Shawmut, Huntington and Atlantic avenues; Stuart, Boylston, Beacon, Arlington, Mt. Vernon, Charles, Portland, Beverly, Congress, Kneeland, Summer, Broad, State, Hanover and Leverett streets, Washington street north and Broadway.

MAYOR GIVES WOODEN KEY

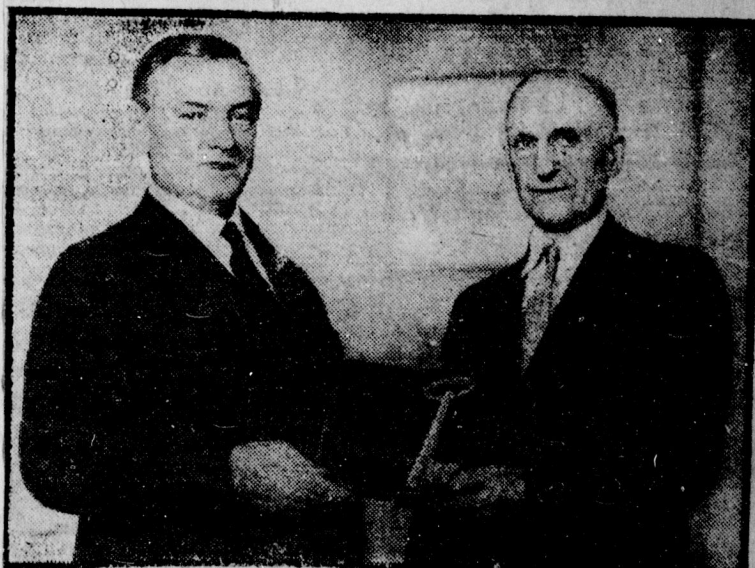
First Award Since Prince of Wales Episode

For the first time since his last administration, when one fictitious Lafayette Mulligan presented a key to the city to the Prince of Wales upon the occasion of his last visit here, Mayor Curley unlocked his cabinet at City Hall and drew out a large wooden key as a gift to a distinguished guest.

The recipient of the honor was Will Leonard Lowrie, American consul-general to New Zealand, who came back to visit Boston yesterday after 27 years in the consular service. In making the presentation, the Mayor explained that the key was carved from an elm tree that stood on Lexington Common over 200 years ago and "heard the shot fired round the world" by the Minute Men. "It is the first key that I have awarded since the famous Prince of Wales episode," he laughed.

RECORD 8/30/30

Consul Given Historic Tree Key



(Daily Record Photo)

For the first time since "Lafayette Mulligan" sent one to the Prince of Wales, a key, as a mark of the city's hospitality, was presented by Mayor Curley, left, to Will Leonard Lowrie, American consul-general to New Zealand, yesterday. The key and its enclosing casket were made from the elm tree which stood on Lexington Common on April 19, 1775, when the Minute Men assembled for the historic Battle of Lexington.

POST 8/30/30

CHANGE AUTO LAW THIS YEAR

Hays Requests Governor to Include Rates Problem in Tercentenary October Session of Solons

BY ROBERT T. BRADY

A demand that the Massachusetts Legislature, which is coming in for a special tercentenary session Oct. 20, take positive action to correct the troubles arising over increased compulsory automobile insurance rates was made by Representative Martin Hays of Brighton last night.

Hays made public a letter which he sent to Governor Allen asking his excellency to call a special session to consider the automobile insurance situation.

Silverman's View

Silverman, who has been instructed by Mayor Curley to carry on the fight in behalf of the city of Boston, said in his statement last night:

"Suppose there are two car owners in Boston, living side by side. One has 10 accidents in the year, and the other has none. Is it fair to make the careful driver pay the same premium as the careless man who has many accidents?"

"The commissioner's system puts a premium on reckless driving, and it is unjust to the operator who uses care on the highways. Keeping a record of the accidents and claims of each individual car owner would require practically no more accounting or book-keeping than is now used to determine the rates.

GLOBE 8/30/30

NEW AUTO RATES STIR WIDE PROTEST

Curley Calls Proposed Increase "Injustice"

Variety of Plans Put Forward in Fight on New Schedule

Insurance Commissioner Merton L. Brown's proposed 1931 schedule for compulsory automobile insurance rates hardly became public property yesterday before wave upon wave of protest swept back, with Mayor Curley decrying Boston's increased schedule as an "injustice" and promising every cooperation in the fight to offset the proposals.

Other protests urged abolition of the zoning regulations, the establishment of a Legislative commission to handle the rates, reduction of the surety policy and the repeal of the compulsory insurance act. Representative Martin Hays of Brighton even called upon Gov. Allen to declare a special session of the Legislature to deal with the new rates.

As soon as the Mayor had finished his conference with him, Corporation Counsel Samuel Silverman settled down for a vigorous fight to offset the proposed increases for Boston. Gaining by his experience last year, he will not go to the courts, but will confine his efforts to the Sept 8th hearing. If that fails to bring about a satisfactory condition, he will follow the Mayor's instructions to seek Legislative action for a repeal of the act itself. He said:

Why Penalize the Careful?

"Last year we offered a bill against Commissioner Brown in the Supreme Court, asking for a change in the basis of establishing the rates. We argued that the owner was the risk

and not the place where he happened to house his machine. We contended that the man who had no accidents had to pay just as high a rate as the man who had 10 accidents and asked why the careful driver had to be penalized.

"In answer, the full bench of the Court decided that logic and reasoning were on our side but unless we could show that the Commissioner acted in bad faith or was guilty of fraud or misconduct the Court could not dictate.

"The City of Boston's fight this year will not be taken into the courts, for we will seek to show the necessity of penalizing drivers on the number of accidents. It is no more difficult to collect information on the number of accidents that happen to an individual driver than it is for the insurance companies to continue their present system of collecting statistics. At the expense of two extra clerks, the Commissioner can have at hand complete details of each driver's safety record."

Other Proposals

William A. Thibodeau, general counsel for the Automobile Legal Association, offered the interesting suggestion that a possible solution of the situation might be obtained by an amendment to the present law reducing the amount of the policy required to approximately \$2500 to \$3000. Such a policy he said, would cover most, or at least a large proportion, of the cases in which persons receive injuries in automobile accidents.

Representative William H. Barker of East Boston filed a resolve at the State House for the appointment of a special legislative commission to handle the rates, an act, he said, which would take the regulation of the rates out of the hands of the insurance commissioner.

From Representative Charles T. Cavanagh of Cambridge came the announcement that he is preparing a bill for the Massachusetts House providing for the abolition of the zone system in connection with these rates and the substitution of a flat rate system throughout the State.

Mr Hayes' letter to the Governor set forth the opinion that there are only two courses available: the repeal of the compulsory insurance act, and the formation of a private, State-controlled company, operated on a service-at-cost basis.

Mr Brown would not discuss the matter yesterday, saying that the increases can be justified by an examination of the losses paid by insurance companies in settlement of accident claims.

Mayor Curley yesterday gave to the American Consul General to New Zealand the first of the new keys to the city of Boston. Where's the lock?

CITY COMMITTEE COMES OUT FOR J.F. FITZGERALD

Democratic Body Endorses
Him for Governor
Nomination

ELY DENOUNCES TAKING OF SIDES

He Makes Sharp Reply to
Letter About "High-
Priced Lawyer"

John F. Fitzgerald's candidacy for the Democratic nomination for Governor was indorsed yesterday afternoon by the Democratic city committee at a meeting at Hotel Bellevue during which his cause was warmly advocated by Chairman Henry E. Lawler, Mayor Curley, Mrs. Mary E. Gallagher, Teddy Glynn and Congressman John W. McCormack. Fitzgerald was present.

That the indorsement had been delivered in advance was evident from the circulation of a card in Fitzgerald's interests distributed prior to the meeting. The procedure of the committee in taking sides in a primary contest was criticised by Joseph B. Ely of Westfield, Fitzgerald's chief rival for the nomination.

Mayor Curley, who controls the committee, asked an indorsement for Fitzgerald and frankly declared an "all green" ticket would not handicap the Democrats this year.

The scramble in progress for Mayor Curley's support of candidates for the various nominations was resumed with vigor yesterday when Asst. Dist.-Atty. Daniel J. Gillen arranged a conference between William J. Foley and Mayor Curley in an endeavor to obtain the mayor's support for Gillen's superior, in the contest against Senator Joseph J. Mulhern for the Democratic nomination for district-attorney.

A few weeks ago Foley was so confident of success against Mulhern that he mapped out his campaign ignoring Curley's support. Meanwhile Mulhern has advanced so rapidly that drastic measures were resorted to and Gillen's appeal to Curley yesterday afternoon resulted.

Because of Curley's reluctance to discuss the primary contests it is not known whether or not he has acceded to Gillen's request to support Foley. It is known that he indicated as late as last Monday afternoon that Mulhern would be the beneficiary of what

strength he might be able to give him without coming out openly into the contest. The mayor would not commit himself last night.

It is not believed that he will be an active worker in Foley's behalf because of the hands-off attitude assumed by the district attorney in the last municipal campaign in which he remained neutral between Curley and Frederick Mansfield, taking the stand that it was not the province of the district attorney to mingle in such conflicts.

There were rumors that Curley intended to punish Foley for his inactivity, but no indications of any fulfillment of that threat have been forthcoming. It is known that Gillen and Curley are on extremely friendly terms, and it has been whispered that the young assistant district attorney eventually will become the successor to Samuel Silverman as corporation counsel for the city of Boston.

John Curley, the mayor's brother, has been actively supporting Foley. Ely, Fitzgerald, Joseph F. O'Connell for senator and Charles S. Murphy of Worcester for Lieutenant-Governor, but in past campaigns John and Jim have not been together with any such regularity as to expect that John's open support is an indication that Jim is committed to the same list of candidates.

Thomas C. O'Brien, candidate for U. S. senator, supported Curley in the last municipal campaign and in recent utterances he has openly declared that he does not expect to see the mayor giving O'Connell any outward assistance. O'Brien is convinced that Curley will remain neutral in the contest between him and O'Connell.

There were well founded reports yesterday that Ely and Mansfield have been engaged in conferences and there is the possibility of an announcement of an alliance between them in the near future. Mansfield, because of the huge vote he polled against Curley in the last election, is regarded as the possessor of considerable strength.

Mulhern renewed his vigorous campaign against Foley last night by forwarding to him an open letter challenging him to appear on the platform next Tuesday night in the Municipal building in South Boston to debate with him the question: "Should William J. Foley be returned to the office of district attorney?"

Mulhern suggested that Congressman McCormack, a neutral in the contest, be invited to act as chairman of the debate. Foley was asked to extend the courtesy of a reply by return mail so that arrangements might be completed.

The Democratic city committee of Boston is a mask behind which paid workers of John F. Fitzgerald are working, in the opinion of Joseph B. Ely of Westfield, militant candidate for the Democratic nomination for Governor.

In a radio address delivered last night from station WNAC, he harshly criticised the alleged city committee for its procedure in taking sides in a primary contest. He answered various accusations made against him in a card sent to the members of the party by the committee.

Speaking in part Ely said: "These few men say they are the Democratic party in Boston, in their card announcing, no candidate can insult the intelligence of the citizens of Boston, and expect their support in return. When I tell you that Mr. Fitzgerald has carried the pitcher to the well too often and cannot defeat Gov. Allen, am I insulting your intelligence, or am I stating a fact? Ask your neighbor."

"In the corner of the stationery of this letter sent out by the so-called Democratic city committee, I read this:

"The real issue is unemployment. Whom do you prefer to conduct your business? A high priced lawyer or a business man of experience?"

"Here you have what purports to be a Boston Democratic city committee, your committee, taking sides in a primary contest. The high-priced lawyer is Joe Ely, and the business man of experience is John F. Fitzgerald."

"At least I have a visible means of support. Whatever I have gained, which is not much, was not made in politics. I have not used political office, the gift of the people, for private enrichment."

CUMMINGS TO ELY

Answering a radio speech made by Ely, John J. Cummings accused him of being an interloper in the contest.

"I agree with him (Ely)," said Mr. Cummings, "when he says that for the good of the Democratic party John F. Fitzgerald must be defeated. Mr. Ely, however, is not the man to do it. He deludes himself if he thinks the people of Massachusetts will accept a power trust man for a candidate for Governor."

"Mr. Ely is only an interloper in the fight I have been waging against Mr. Fitzgerald. Only a few weeks ago, he was trading with Fitzgerald on the most amicable terms. What do the voters think about the sincerity of the contest between these two men who a short time ago were hand in glove in an attempt to destroy the direct primaries and divide between themselves the offices of senator and Governor? Mr. Ely started bravely enough in his attack on Fitzgerald but something happened to his courage and now we only hear vague generalities and innuendos from him."

BUILDING TRADES PARLEY PLANNED

Union Mechanics Said to Seek
Jobs at Lower Wages
Than Regular Scale

The adjustment board of the building trades council, in challenging a statement that appeared in the Builders Record under the heading "Time for Action," yesterday requested a conference with the executive board of the Building Trades Employers Association with the object of discussing matters of mutual interest in the industry.

The article in the Builders Record, published monthly by the Building Trades Employers Association and edited by Secretary John F. Walsh, points out that union mechanics, owing to present conditions of employment, are "offering to work for less than the regular union scale and that it is time that association members be permitted to meet the lower wage scale that is being paid by non-member competitors."

The letter from the adjustment board of the building trades council asks Secretary Walsh to "substantiate with facts his unsupported statements" and states that "it assumes that the cordial and friendly relations of the past in regard to conferring on matters affecting labor conditions are to be continued."

8/29/30

Trade Board Is Unit for Half-Holiday

Asks 12.30 o'Clock Closing of Stores on the Day of Parade, Sept. 17

By a unanimous vote the governing council of the Retail Trade Board recommends to member stores that they co-operate with Mayor Curley and Lieutenant General Edward L. Logan in the parade and observance of the 300th anniversary of the founding of Boston, by closing their stores at 12.30 o'clock on the afternoon of Sept. 17.

For the military and civic parade on that day indications are that more than 30,000 persons will be in line. The parade is scheduled to start at two o'clock and if it is as large as expected the time of passing a given point will be seven or eight hours. Necessarily, there would be little opportunity for retail business. But aside from that, the mayor is anxious that the business houses co-operate by the use of floats and the appearance of their employees in line.

Fifty years ago, on the occasion of the 250th anniversary of the settlement of Boston, the request of Mayor Frederick O. Prince for a holiday was generally accepted. The mayor's proclamation, issued on Sept. 15, 1880, was as follows:

In accordance with a vote of the committee of the City Council on the celebration of the 250th anniversary of the settlement of Boston, I hereby request citizens to close their stores and places of business, as far as may be practicable, on Friday, the 17th inst., and that the day be observed as a holiday; also that residents and occupants of buildings along the route of the procession make display of decorations during the day and illuminations in the evening.

Mayor Curley is greatly interested in the story of that celebration and wishes that the observance of the 300th anniversary may have the interest of every citizen, to the end that it may be the greatest in the city's history. There are assurances that he will not be disappointed.

Raymond's was the first store to assure the mayor that business would be suspended on the afternoon of Sept. 17. Since that time numerous firms have indicated their desire to co-operate similarly and by participation of employees in the parade.

In a communication sent to City Hall today, the management of the John Hancock Mutual Life Insurance Company stated that the company was delighted to co-operate with the city, the Boston Chamber of Commerce and other civic organizations in their efforts to observe Boston Day in a fitting manner, and would suspend business at the home office, 197 Clarendon street, on Sept. 17.

Fifty years ago Boston celebrated on a day that was "all that could be wished for such an occasion," according to the official chronicle. Heavy rains on the preceding days had "laid the dust and freshened the atmosphere."

"At an early hour in the morning the streets presented an animated spectacle," the official report says. "Multitudes of

people, in holiday apparel, were hurrying to secure favorable positions from which to view the procession. Organizations that were to appear in the line were marching to the place of formation, their bands playing and banners flying, adding brilliancy to the scene by the variety of their uniforms and insignia.

"The morning trains brought a large number of people from the neighboring cities and towns. It is estimated that 230,000 persons were brought into the city by the several railroads. Adding to these the large number that had arrived during the preceding week, it may not be too great an estimate to say that the population of the city was nearly doubled on that day. Never before had the streets appeared more densely thronged, and in some places, notably on Hanover street, it was a work of difficulty to open a space through the mass of spectators, sufficient for the passage of the procession. Business was generally suspended throughout the city, and there was an evident determination on the part of everyone to make the day a holiday, and give it up to pleasure."

Cadets Led Parade

The parade got under way at noon, led by mounted police and the Second Corps of Cadets escorting the chief marshal, and followed by the First Corps of Cadets and escorted Governor John D. Long. The first and second brigades of the Massachusetts Volunteer Militia were in immediate line.

The first division embraced visiting military organizations, such as the National Guard regiments from New York, the Langston Guard of Norfolk, Va., and the Lincoln Guard of New York.

At the head of the second division was the Ancient and Honorable Artillery Company escorting Mayor Frederick O. Prince, Hon. Robert C. Winthrop, City Messenger A. H. Peters, the City Government and invited guests, among whom was William M. Everts, Secretary of State, and Hon. Charles Devens, Attorney General of the United States.

Also in line were officers of the Association of Veterans of 1812 and of the Boston Board of Trade, the New England Historic-Genealogical Society, fifty members, in carriages, commanded by President Marshall P. Wilder, who rode in the Governor Eustis coach, used by General Lafayette at his reception in Boston in 1824.

In the third division there were the Grand Army Posts and the Boston School Regiment escorting the school boys of 1830; the Massachusetts Agricultural College Cadets and an exhibition of fire apparatus.

The fourth and fifth divisions contained the Boston Caledonian Club, the Scots Charitable Society, Odd Fellows, Knights of Pythias, the Italian Mutual Benefit and Benevolent Society of Boston, the Portuguese Benevolent Society, the Journeymen Tailors, the St. Jean Baptiste Society.

In the sixth division were the Irish societies. The seventh division contained the trades' display, organized by the Massachusetts Charitable Mechanic Association. There were two-horse, four and six-horse teams and many strikingly original and spectacular exhibits.

In the evening there was another parade of wholly different character, being called "the first attempt to produce such a spectacle in Boston." The Metropolitan and South Boston railway companies furnished horse cars from which the forms were removed, and on these platforms were built upon which tableaux, sixteen in number, were displayed. They were illuminated by torches, locomotive headlights and calcium lights.

The first tableau illustrated history, tradition, allegory and time; the second, the Northmen; the third, the landing of the Pilgrims; fourth, Miles Standish's fight with the Indians; fifth, Chickataway presenting corn to Governor Winthrop; sixth, Sam Adams demanding the removal of the British troops; seventh, throwing overboard the tea in Boston Harbor; eighth, General Gage and the Boston Boys; ninth, General Howe entering Boston; tenth, Washington's army; eleventh, commerce; twelfth, Europe; thirteenth, Asia; fourteenth, Africa; fifteenth, America; sixteenth, Boston.

A female figure, sitting upon a pedestal, typified the City of Boston. Her left arm rested upon a representation of the city seal. Seated around the base of the pedestal were six figures, typifying Peace, Prosperity, Justice, Education, Charity and Industry. A representative of the Ancient and Honorable Artillery Company, the oldest military organization of Boston, stood on the platform, at the right of the pedestal, and on the left there was a representative of the Independent Corps of Cadets, the next oldest. Around the platform stood representatives of other militia organizations of the city, the National Lancers, Light Artillery, First, Fifth, Sixth and Ninth Infantry, and also a fireman and a policeman.

The route of the procession was through Washington, Dover, Tremont, Elliot, Washington, Milk, Congress, State, Devonshire, Hanover, Court, Tremont, Boylston streets, up Columbus avenue to Northampton street, and through Tremont street to Roxbury Crossing, where it was dismissed.

TRAVELER 8/29/30 BOOM BOSTON BOOK BEING CIRCULATED

The commercial, industrial and publicity bureau created by Mayor Curley has begun to advertise the advantages of Boston. A 56-page booklet of pocket size, containing short sketches of the outstanding industries of metropolitan Boston, as well as photographs of the airport, the South Boston drydock, the Tech group of buildings, and pictures of a score of manufacturing plants, will be circulated throughout the country.

The booklet contains a foreword by Mayor Curley which reads, "Boston is the birthplace of American industry. Here, the early settlers cleared the forests, took advantage of the country's illimitable natural resources, set up the first manufacturing establishments, and built the first vessel with which commerce was carried on with the mother country and other early American settlements. With a year-round climate conducive to full industrial productivity, and with an intelligent, highly-specialized and skilled labor market working in sympathy with commercial and industrial advancement, no city in America offers better advantages than Boston."

By the mayor's orders the booklet was prepared for the metropolitan city, rather than for Boston, itself, and stress is placed on the fact that the metropolitan city of Boston ranks fourth in population, that within 300 miles of Boston are 24,000,000 persons, and with 500 miles there are 40,000,000. The claim is made that within a radius of 850 miles from Boston are the homes of one-half the national population.

The initial edition of the booklets is 75,000, and business concerns can obtain a supply by application to the commercial, industrial and publicity bureau at 80 Federal street.

Boston is also being advertised on paper packets of matches which were distributed for the first time yesterday.

108 EVENTS FOR TERCENTENARY IN SEPTEMBER

Forty Cities and Towns to Celebrate Anniversary During Month

During September 108 events are scheduled to take place in 40 cities and towns of Massachusetts in celebration of the Bay State tercentenary.

These, with events scheduled in October, are listed in "Tercentenary Events," a folder issued by the Tercentenary Conference of City and Town Committees, Inc. These folders may be had on application to local Tercentenary committees.

From September 14 to 20 will be "Boston Week." September 17 is the 300th anniversary date of the founding of Boston. The parade of the 17th, following a custom for such an event on each 50th anniversary, starting at noon and expected to end about 7 p. m. is expected to draw a million spectators from all New England.

ILLUMINATED PARADE

A night electrically illuminated parade on Sept. 15 will depict the history of Massachusetts and Boston.

Boston dedicates a "Memorial to the Founders" on Boston Common, Sept. 16, with Charles Francis Adams as orator and Edward Markham as poet.

The same evening will be conducted a "Town Meeting and Public Reception," at which 25,000 people will welcome the Worshipful Mayor of Boston in Old England, Reuben Salter, with members of his city government. Mme. Schumann-Heink will be guest soloist. Mayor Curley will preside.

The week will wind up with two great fireworks displays on Charles River Basin and at Columbus Park. The mayor predicts 3,000,000 people in Boston that week.

CAPE COD CELEBRATION

On Cape Cod, the afternoon of Sept. 3 the General Society of Mayflower Descendants (the Pilgrims of 1620), will dedicate a reconstructed ancient trading post of 1627 on the original foundations and with some original fittings.

Tomorrow the town of Washington will conduct a "top-of-the-mountain" program, starting at 10:30 a. m. and ending at evening. Somebody had inserted into the vote of the town meeting making an appropriation for the day a clause stipulating that the celebra-

tion must be on top of the mountain, and there it will be.

North Attleboro holds a New England championship horseshoe pitching tournament on Sept. 12 and 13.

Worcester schedules its New England Fair with a special Tercentenary industrial exhibition from Sept. 23 to 27. Starting the 15th and ending Oct. 1 soccer teams from Worcester county in New England will compete with a visiting soccer team from Worcestershire in old England. On the 29th a week's musical festival starts.

OLD COUNTRY VISITORS

An international feature of September will be the visit of distinguished lawyers and judges of the American, English, French, Scotch, Irish and Canadian bar associations, with a reception at the State House the morning of the 5th and another reception on the 6th by Harvard University at the law school.

An event largely brought about by the Tercentenary is the convention of the supreme council Scottish Rite Masons, in Boston, Sept. 15 to 19.

Medford, one of the cities dating its founding from 1630, will commemorate that occasion from Sept. 21 to 28, with a parade the latter day.

An exposition of more than ordinary interest in Boston in September will be that of the Associated Industries, on the 29th and continuing to Oct. 11.

NATION LINKED TO BOSTON IN BIG A. L. HOOKUP

Eight Governors, National Commander and Mayor Curley Among Speakers

SCHEDULED FOR SEPT. 18

Nine Cities in East and West, Faneuil Hall and North Church, in Network

Nine American cities from Maine to California will be linked in a record-breaking broadcast the night of Sept. 18 in a program dedicated to the American Legion by the RCA-Victor Corp. and broadcast through a coast-to-coast network of the National Broadcasting Co.

The program will begin at 10 o'clock and will last 90 minutes. In that time, listeners will hear addresses by governors of eight states, the national commander of the American Legion, and Mayor Curley of Boston. American Legion bands from each city included in the program also will take part.

In addition to the public officials who will be heard, some of radio's outstanding stars are expected to add brief bits to the unusual program.

In Boston, pick-up points will include historic Faneuil Hall and the tower of the Old North Church. The entire program will be controlled from Boston, where the intricate switching from city to city will be supervised by Phillips Carlin.

Other points from which the program will be picked up include Portland, Me., and Portland, Ore.; New York City, Washington, Jacksonville, Fla.; Dallas, Tex.; Chicago and San Francisco.

The combined facilities of the NBC will be used to broadcast the program.

PAUL CURLEY TO PLAY ON PRIVATE SCHOOL ELEVEN

Paul Curley, son of Boston's mayor, James M. Curley, will enter Canterbury Private School at Canterbury, Ct. this fall. It was learned yesterday. Young Curley was a brilliant student and star athlete at Boston Latin school the past three years at Latin school.

Paul is planning to continue his athletic activities at Canterbury. While at Latin school he won considerable recognition among the

schoolboys as a sprinter. At Canterbury he is planning to also compete in football as well as track.

Meanwhile Leo Curley, another son of the mayor, will enter his junior year at Latin and also make his bow as a football player this fall. He weighs 178 pounds and should be welcomed by Coach Charlie Fitzgerald. Leo put on almost 20 pounds on a trip to Europe.

AUTO OWNERS AWAIT ALLEN'S MOVE ON RATES

Statement on Proposed Insurance Schedule is Expected on Tuesday

PROTEST WAVE GROWING
Governor to Consider Calling
of Special Session
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A statement from Gov. Allen on the proposed schedule of rates for 1931 compulsory automobile insurance, promulgated by Insurance Commissioner Merton L. Brown, is expected soon, possibly on Tuesday.

The governor said yesterday he was in sympathy with efforts to obtain reasonable rates but wished to make a careful study of the schedule before making comment.

His answer to Rep. Martin Hays' request that he call a special session of the Legislature to act on the matter is awaited with interest.

PROTESTS GROW

Meanwhile the wave of protest is growing and the gathering at Gardner auditorium, at the State House, on Sept. 8, the day of the public hearing as provided by law, promises to be a record breaker.

The first of a series of open-air protest meetings is scheduled for Tuesday night at City sq., Charlestown, arranged by ex-Sen. James L. Brennan.

Mayor Curley, through Corporation Counsel Silverman, is taking an active interest and has instructed Mr. Silverman to act as counsel or such committees as may request aid.

SERVICE AT COST

Ex-Gov. Fuller, who figured prominently in the insurance protest of 1928, which led to the resignation of the then commissioner, Wesley E. Monks, before sailing for Europe declared for a plan which would place the burden of heavy rates on the drivers with accident records.

Rep. Hays' plan is for a state-controlled company, on a service-at-cost basis. A bill embodying these features was submitted by him in the Legislature last year but detracked.

In his request to the governor to call a special session of the Legislature and his suggestion of a service-at-cost plan, he compares the present situation and principle involved to that in the Boston Elevated case during the administration of Calvin Coolidge as governor.

POLITICS AND POLITICIANS

By JOHN D. MERRILL

The contests for the Democratic and Republican nominations for the United States Senate are rousing more interest than any of the other State-wide political fights which will end with the Massachusetts primaries on Sept. 16; the voters themselves do not seem to be greatly excited even about the Senatorial situation, but the candidates and their workers, most of them hired, have become more active in the past few days and their efforts will increase during the next two weeks.

Ex-Congressman Joseph F. O'Connell of this city, one of the candidates for the Democratic nomination, has had more publicity than any of his opponents, and, if publicity in a campaign helps as much as most people think it does, Mr. O'Connell should benefit materially from the space he has recently had in the newspapers. Members of his family have been connected with the press from time to time and their experience in that business has doubtless been of value to him.

Former Dist Atty Thomas C. O'Brien has made the most of his intimate connection with organized labor, and it is assumed that these associations will bring him a good many votes. Ex-Mayor Marcus A. Coolidge of Fitchburg has made less noise than some of his rivals for the Democratic nomination, but his campaign has been under way for a long time and the general understanding is that most of the party leaders would like to see him nominated; his name will come first on the primary ballot and that fact should help him. Most people will be surprised if Ex-Gov Eugene N. Foss wins the Democratic nomination, but it is said that he will receive a large vote.

The party leaders prefer the nomination of Mr. Coolidge because they think that most, and perhaps all, of the other places on the State ticket will go to men of Irish descent. If every one of the Democratic candidates bears an Irish name the ticket as a whole will not benefit as much as it would if a Yankee name was inserted here and there; at least that is the philosophy of the politicians. In that particular Ex-Gov Foss will be as acceptable as Mr. Coolidge, but the former hails from Boston, and it would be almost as bad if Boston supplied all the candidates as it would be if they were all of one race.

It remains to be seen how much these considerations will avail with the Democratic voters when they mark their ballots in the primary two weeks from Tuesday.

Democrats for Governor

The racial and geographical arguments presented in favor of Marcus A. Coolidge as a candidate for the Democratic nomination for the United States Senate are based on the assumption that the Democratic nominee for Governor will have an Irish name. There are three Democratic candidates for the latter office—John J. Cummings of this city, Joseph B. Ely of Westfield, and Ex-Mayor John F. Fitzgerald of Boston. Most of the politicians believe that Mr. Fitzgerald will be nominated.

If it happened that Mr. Coolidge was nominated for the Senate and Mr. Ely for the Governorship, the Yankee Democrats in the Western part of the State would have more than their share of the important places of the ticket—at least that is the opinion of the Boston Democracy which, so far as the party organization here is concerned, favors the nomination of Mr. Fitzgerald.

That situation, however, will probably not arise. Everybody within and outside the Democratic party thinks highly of Mr. Ely and is confident that he would make an excellent Governor, but few of the experienced politicians think he can reasonably expect to defeat Mr. Fitzgerald in the primary. The latter is as well known as any public man in the State; as has been said, he has the support of the Boston organization, led by Mayor Curley, and leading Democrats in most of the other cities of the State also are backing Mr. Fitzgerald.

It is possible that Mr. Cummings may receive in Boston and the nearby municipalities enough votes to cut down the plurality which most of the prophets now give Mr. Fitzgerald here; in that case, Mr. Ely would have a better chance than the political experts now think he has. Mr. Cummings' recent speeches, however, have been critical of Mr. Ely rather than of Mr. Fitzgerald, and the ex-Mayor has been able to sit by in complacency while the other Boston candidate has attacked Mr. Ely.

One hears every few minutes the story that Mayor Curley is not really supporting Mr. Fitzgerald but will use his influence to defeat the latter in the primary, but there is no evidence that this story has any foundation. Mayor Curley has said repeatedly that he was backing Mr. Fitzgerald, and there is every reason for believing that the latter will receive the votes which the party organization here can influence.

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HERALD 8/30/30

BOSTON GREETER TO MAKE DEBUT

Johnson Will Meet Mayor Salter of England on Arrival at Quebec

TO INVITE CANADIAN LEADERS TO FETE

Thomas J. A. Johnson, Boston's official greeter, is scheduled to make his first formal appearance as personal representative of Mayor Curley and the citizenship of Boston, at Quebec, Sept. 14.

Tentative plans which await the approval of Mayor Curley impose on Johnson the obligation of welcoming his worship, Reuben Salter, lord mayor of Boston, England, to American soil, on arrival of the Cunard liner Ascania at Quebec.

Johnson, a manufacturer who is keenly interested in the promotion and trade relationships between the United States and Canada, plans to combine the welcome to Mayor Salter and his companions with a formal invitation to public officials of the Dominion and their constituents to embrace the opportunity to enjoy Boston's tercentenary celebration Sept. 14 to 20.

CANADIAN OFFICIALS COMING

Engagements of Mayor Salter will not permit him to make any extended stop in Quebec, and the plans which will be made Tuesday and which will be dependent on the hour of arrival of the Ascania, call for the start of the railroad trip to Boston on the first available train.

Mr. Johnson has been striving to assure among the official guests of the city a notable delegation from Canada, and formal invitations have been extended by Mayor Curley to all public officials from Halifax to Vancouver. Acceptances already received forecast an unusually numerous delegation of Canadian officials and Mr. Johnson is working to add largely to the list.

"There never was a time," said Mr. Johnson yesterday, "when the relations between the Dominion of Canada and the United States were marked by such cordiality as in the present year, economically, commercially, industrially and socially, and with an especially notable program, incident to the observance of Boston week, a most cordial invitation has been extended to the leaders of public life within the Dominion to come to Boston."

"I feel that every American citizen is obligated to do everything possible to enhance the relations which exist, Canada, with its enormous resources, is at our very door, yet we have no reciprocal treaty, though Canada enjoys a reciprocity agreement with Australia and New Zealand, which are more than 14,000 miles away. I can conceive of no more effective method of developing the good will between Canada and New England than through the Boston tercentenary observance.

PREMIER INVITED

Mr. Johnson has extended the mayor's

invitation as well as a personal one to Hon. R. B. Bennett, the new premier of Canada, to join in the Boston celebration.

Acceptances already listed include Mayors Ralph H. Webb of Winnipeg, Lt.-Col. H. E. Lavigne of Quebec,

To Welcome Salter



THOMAS A. J. JOHNSON

John Peebles of Hamilton, Ont.; Louis A. Gastonguay of Halifax, James McConnelly of Sydney, W. G. Clark of Fredericton, T. W. L. Prowse of Charlottetown, Walter W. White of St. John, Maine, Louis L. Emmerson of Illinois, John G. Richards of South Carolina, Charles W. Tobey of New Hampshire, John E. Weeks of Vermont, John Garland Pollard of Virginia, and these New England mayors:

Ned H. Murchie, Calais, Me.; C. M. Richardson, Rockland, Me.; George J. Bates, Salem, N. Y.; McGown, Ellsworth, Me.; John J. Whalen, Chelsea; James E. Dunne, Providence; Philip J. Gallagher, Woburn; Cornelius Horrigan, Biddeford, Me.; Robert W. Brown, Concord, N. H.; Riley C. Bowers, Montpelier, Vt.; Fernando W. Hartford, Portsmouth; J. N. Carriere, Fitchburg; Patrick J. Duane, Waltham; E. P. Fiddlock, South Portland, Me.; Thomas J. McGrath, Quincy; Charles S. Ashley, New Bedford; Michael A. Landers, Lawrence; Louis H. McDuffee, Rochester; William F. Russell, Cambridge; William F. Sullivan, Nashua; Edward H. Larkin, Danbury, Ct.; Patch, Beverly; Dennis E. Sullivan, Franklin, N. H.; L. H. McFadden, Auburn, Me.; Harold P. Small, Bath, Me.; Francis T. Maloney, Meriden, Ct.; William A. Hastings, Malden; Harold N. Skelton, Lewiston, Me.; Charles E. Carroll, Laconia, N. H.; Michael G. O'Neill, Everett; Frederick J. Bielefeld, Middleton, Ct.; Louis L. Keefe, Westfield, and Peter M. Gagne, Somersworth N. H.

CUMMINGS HITS CITY COMMITTEE

Charges Primary Interference By Backing Fitzgerald

Charging the Democratic city committee with interfering with the direct primary by endorsing John F. Fitzgerald, whom he described as "a worn out politician," for Governor, Capt. John J. Cummings, candidate for the Democratic gubernatorial nomination, last night replied to the committee's action in a scathing statement.

He said:

The only accomplishment in the past year of the remnants of the once powerful Democratic city committee, which in past years was presided over by such great Democrats as Patrick Maguire and the late James Donovan, was the securing by the president, Henry Lawler, of a \$6000 position in the city law department and the securing by the vice-president, Mrs. Colin McDonald, of a \$5000 position as election commissioner.

My conception of the duties of a city committee is to build up the party and not to secure political plums for the heads of the committee. In the past, when an officer of the committee was appointed to a position in a city department, he invariably resigned as an officer of the committee and devoted himself to the business of his employers, the tax payers.

Only a few weeks ago, Mr. Lawler was shrieking that the holding of the Worcester convention was an attempt to dictate to the Democratic voters. How does he reconcile his position at that time with his present position when, at a meeting, attended by only six or seven members, he does the bidding of his master and attempts to make it appear that the Democratic city committee as a whole is interfering with the direct primary by endorsing a worn out politician when every young man and woman as well as the older members of the party are anxious to relegate him to the shelf of oblivion.

Mr. Curley, Mr. Lawler and Mrs. McDonald, all well paid public servants, should attend to the business of their employers, the tax payers, and should consider themselves very fortunate in having such well paying jobs. They should let the Democrats of this city and the state decide themselves who shall be their candidate for Governor.

MAYOR CURLEY CLUB LOSES

The Mahoney Club defeated the Mayor Curley Club, 6 to 2, yesterday. Quilty held the losers to four hits. Byrd of the Curley Club struck out 13, but received ragged support.

MAHONEY CLUB		CURLEY CLUB	
Meehan, 1.	ab, bh, po, a	Gallie, 1.	ab, bh, po, a
J. Connolly, 3.	5 1 2 2	Canale, 2.	3 1 1 0
Cutler, 1.	5 2 1 0	T. Bell, 3.	4 1 0 2
Moore, 1.	5 1 0 3	Sparks, 3.	4 0 2 1
Donovan, 1.	3 2 0 0	Black, 3.	2 0 0 1
Garity, 1.	3 0 0 0	Doherty, 3.	3 0 1 0
Sasso, 2.	2 0 4 1	Doherty, 3.	2 0 2 0
Donley, 1.	4 0 10 2	McDonough, 1.	3 1 0 2
Quilty, 1.	4 1 1 2	Byrd, 1.	3 1 0 2
Totals, 13.	36 7 27 11	Totals, 25.	4 27 6

Innings: 1. 2 3 4 5 6 7 8 9
Mahoney Club: 0 0 0 1 3 2 0 0 0
Curley Club: 0 0 0 0 0 0 1 1 0
Errors: 1. Bell, Canale. Two-base hits: J. Connolly, Cutler, Donovan, Quilty. Stolen bases: Byrd, Canale, Donovan. Double play: Connolly to Meehan. Left on bases: Mahoney 12, Curley Club 4. First base on balls: 1. Sasso 2, off Quilty 6. Hit by pitched ball: 1. Sasso 2. Struck out: Byrd 13, by Quilty. Time: 1h. 45m.

ALLEN BACKS FIGHT ON NEW SCHEDULE

Score of Cities and Towns Organize for Protest at the State House Sept. 8

Citing the proposed compulsory insurance rates as "too high and decidedly inequitable," former Governor Alvan T. Fuller joined the army of protesters last night just before sailing from New York on a European trip.

"Such inequalities will continue until the law is changed and the rates based on the accident record of the individual driver," the former chief executive said.

His statement followed a promise by Gov. Allen that he would study the situation "with a view entirely in sympathy with efforts to obtain reasonable rates."

PROTEST GROWS

Meanwhile, mayors and legislators of a score of cities and towns are mobilizing their car-owning constituents for a march on the State House Sept. 8, when a public hearing will be held.

The storm of protest which swept over the State following the announcement of drastic increases in the proposed 1931 schedule will result in a record-breaking audience at Gardner Auditorium, according to leaders in the movement to fight adoption of the new rates.

Mayor James M. Curley fired the opening gun in the attack on the proposed rates and other political leaders speedily added their criticisms.

CURLEY OPENS FIRE

Mayor Curley publicly urged all committees from the various zones throughout the Commonwealth to avail themselves of the services of the city's law department in carrying their arguments to the insurance commission.

Criticism of a more serious nature came from former Registrar of Motor Vehicles, and father of the State Fund bill which was designed to place compulsory insurance under State control.

Rep. Charles T. Cavanagh will lead the delegation of Cambridge car owners. He announced today that he had prepared a bill to be filed with the Clerk of the House providing for the abolishing of the zoning system.

Mayor Patrick J. Duane of Waltham was among the first mayors of the state to take an active part in the organization of a committee to represent car owners at the hearings.

Quincy, like Waltham, experienced increases in the prevailing rates and Mayor Thomas F. McGrath is preparing to lodge formal protest with the insurance commission.

A petition, already signed by hundreds of Boston car owners was circulated by Samuel G. Thorner of Boston, a candidate for Governor's Council.

Another bill that would provide for the abolishment of the compulsory automobile insurance and in its place authorize the imposition of an additional two cents gasoline tax to take the place of the insurance law has been framed by Francis J. Finneran, of the Democratic City Club and will be filed by Representative Joseph A. Flynn, of Hyde Park.

TO STUDY JUMP IN AUTO RATES

CURLEY IN PROTEST

The publication of the proposed rates yesterday precipitated a crescendo protest in Boston and other communities hit by the increases, and this found chief expression in an announcement by Mayor Curley that vigorous protest will be formally lodged against the rates at a public hearing to be held in the Gardner Auditorium at the State House Sept. 8.

Corporation Counsel Samuel Silverman, who will represent citizens of Boston and any other communities desiring to join in the protest at the hearing, announced last night that if the protest goes unheeded, recourse will be had to the Legislature to bring about a change in the law whereby the present method of fixing rates will be changed to a more equitable basis.

Silverman, outlining the views of the mayor, as well as of numerous citizens who, he said, had given vent to their feeling on the subject, characterized as unreasonable and unfair the present system of fixing liability rates on the basis of the general risk factor of the district where the car is garaged. He said:

Last year we went to the supreme court and protested against this system, and although the court declined to grant our plea to have the rates set aside and new ones promulgated, it conceded that our argument was sound and logical.

We argued that it was unfair to penalize a man—that is, make him pay an excessive rate—just because he lived in a community where, as it happened, there were other motorists who were not so careful as he on the road. It seems a bit ridiculous to have a situation, for instance, where a man living on Bay State road, near Mountford street, merely because he garages his car in Boston, should be required to pay twice as much as a man living across the line in Brookline, garaging his car on Mountford street on the other side of Commonwealth avenue.

It was our contention at the time of the supreme court proceed-

ings a year ago and it is our contention now that the rates should be based on the risk factor of the individual driver and not on the location of the garage where he keeps his car.

ON RECORD OF DRIVER

We contend that the rates should be based on the record of the individual driver: the man who has had a clean record should be granted a minimum rate, the man who has had three accidents should pay more proportionately, and still higher rates should be assessed on the man who has had a larger accident ratio. An individual scale could be readily worked out, as the insurance companies maintain a clearing house which tabulates the accidents of all drivers insured in the various companies.

The supreme court, while rejecting our appeal, said our argument was reasonable and logical, but ruled that it was not within its province to overrule the insurance commissioner unless he had perpetrated a fraud or acted in bad faith.

We believe that Commissioner Brown should take cognizance of the supreme court's tacit agreement with our stand and adopt the method of establishing rates advocated by the city of Boston then and reiterated now. It is clear to anyone that the risk is not the garage or its location, but the driver of the car himself. The Legislature recognized this when it provided for the revocation of insurance held by operators who have had an unusual number of accidents.

If the commissioner refuses after arguments are heard to revise his method of fixing rates so as to base them on the risk of the operator instead of the garage, then the city of Boston will go to the Legislature and ask that the method be changed by legislative mandate. Mayor Curley has already given instructions to prepare for such a move and he feels that not alone will Boston be joined by numerous other communities in this plea but that the Legislature will be in a more receptive mood for such a petition because of the extensive dissatisfaction against the present system.

CURLEY MAY APPEAR

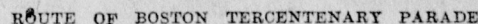
It is probable that Mayor Curley will personally appear at the hearing on Sept. 8. In a statement expressing his determination to fight the decision of Commissioner Brown, the mayor said:

The increase in compulsory automobile insurance rates is, in my opinion, an injustice not only to the city of Boston which has been singled out for a greater increase than that in any other zone, but the rates as recommended can only be regarded as a raid on the purses of automobile owners.

I have this day instructed the corporation counsel not only to be present at the meeting at the Gardner auditorium, Sept. 8, to oppose the rates, but in addition to act as counsel for all committees in the Boston zone and for every zone in the commonwealth that requests his assistance.

Insurance Commissioner Brown said yesterday that the only protests he had heard against the proposed rates were those expressed in the newspapers. He declined to make any additional statement relative to the increases other than to say that they can be justified by an examination of the losses sustained by insurance companies in the districts, where increases are planned.

TENTATIVE ROUTE OF CITY OF BOSTON'S GREAT TERCENTENARY PARADE ANNOUNCED



Mayor Curley has issued a proclamation that Boston Day, the day of the parade, be made a public holiday for employees of the city of Boston. He has made an appeal to business men to grant a half-holiday to all employees. He also asks that stores and residences be decorated.

MAYOR CURLEY GOES TO WHITE MOUNTAINS

This afternoon he had an invigorating round of golf at the Bethlehem Country Club, with his secretary and friends. That was preceded by a ride through the mountains.

Cont'd

HERALD 8/30/30

and tell the truth, and if a story is to be told about my family I would rather tell it myself in my own way than leave it to a gentleman who might be out just to tell lies.

"When Carlisle talks about speaking well of the dead, how far is he willing to carry that? I wonder, if he happened to be preaching about Henry VIII or Queen Mary, would he say nothing disparaging about them?"

"It is better to wait until people are dead before one says anything unkind about them. The idea that we shouldn't say anything unkind about the dead is a thoroughly false one."

CENSURE FROM MAYOR CURLEY

The reporter has asked several prominent Bostonians for their comment on Shaw's attitude. Mayor Curley, the first to be consulted, condemns the dramatist vigorously:

George Bernard Shaw, in his exposition of the weakness or the sin of his father, is deserving both of pity and censure. It is most unfortunate that a man who has achieved the distinction in the literary world which has been achieved by Mr. Shaw should not have terminated his literary career before embarking upon his present venture in quest of notoriety. The greatest master of English composition the world has ever known, himself an Englishman, William Shakespeare, once uttered a great truth which is applicable in the case of George Bernard Shaw, wherein he said "To my virtues be most kind, and to my faults a little blind."

In America there has been developed in the past half century a great fraternal organization. The cornerstone upon which it rests is respect for the dead, its motto being, "The faults of our brother we write upon the sands of time; his virtues upon the tablet of love and memory."

The dead are entitled to rest in peace, and to have only that which has been praiseworthy in life said of them. One of the most deplorable features of certain contemporary biographers is the disclosure of every little or great evil connected with those who have passed to the Great Beyond and who are no longer able to present a defence.

Nothing can be more despicable than the presentation of a story such as Shaw has unfolded with reference to his father. It should merit him the contempt and ignominy which such a course deserves.

CURLEY PUTS BAN ON SPRING WATER

City Hall Employees Must Now Use Local System Product

Mayor Curley became a convert to Boston water yesterday. So did City Treasurer Dolan, and henceforth the personnel of the mayor's office as well as the employees of the treasurer's office will drink mechanically cooled water provided by the metropolitan water commission.

The conversion of the mayor and his intimate friend, Treasurer Dolan, entailed an expense of \$421, but as the years roll by the savings to the taxpayers will so far offset this initial expenditure that the shift from spring water to that piped from the Wachusett reservoir may, 100 years hence, have a favorable bearing on the tax rate.

It has been the policy to provide spring water at 50 cents per jar to quench the thirst of the attaches of the mayor's and treasurer's offices. Years ago other departments enjoyed spring water, and so did the council, but the finance commission objected and ruled that Boston had the purest drinking water in the world and that if it were good enough for the citizens, it would have to be acceptable to the city council and the departmental employees.

The annual expenditure for spring water and for the ice necessary to keep the water cool in the mayor's and treasurer's offices has been considerable. So the mayor, in keeping with his policy for economy, voted for Boston water last week, and Friday night mechanically cooled fountains were installed in both offices.

City Hall is now on a basis of equality as far as drinking water goes. It is probable that the uninitiated who drink from coolers supplied from glass jars will continue to believe that they are quaffing spring water instead of that which is drawn from the pipes which supply the municipal building.

LOGAN ANNOUNCES ROUTE OF PARADE

Allen Will Review Column Boston Day

A tentative route for the Boston Day parade, which will become official when it receives the approval of Mayor Curley, was announced yesterday by the chief Marshal, Lt. Gen. Edward L. Logan.

Plans accepted by the parade committee call for the formation of divisions on streets south of Beacon street and connecting with that thoroughfare.

The parade will move at noon sharp along Beacon street from the corner of Arlington, past the State House, to School street, Washington street, through the Tercentenary arch in Dock square, with a right turn to Congress street, through Postoffice square, to Milk, Federal, High, Summer, Winter, Tremont, Boylston, through Park square to Stuart street, where the commanding officers will review the marchers near the armory of the First Corps Cadets.

Gov. Allen and his staff will head the first division and when the parade reaches Tremont street, they will drop out with Mayor Curley, and will occupy a reviewing stand now being erected along the Common promenade.

POST 8/30/30

WATER "BAR" AT CITY HALL

Electric Cooling Device Installed There

Mayor Curley and his secretariat will drink only Boston's regular water supply after this during working hours. For Superintendent of Public Buildings John P. Englert yesterday quietly removed the ice-packed carboys of spring water from the Mayoral suite and installed an electric cooling device, which was piped up to His Honor's office faucet.

A similar tap was placed in the office of City Treasurer Edmund L. Dolan, and it was reported that the City Councilors will soon put in a requisition for a cold water "bar" of the same type.

Water has been a touchy product for the Council since the Finance Commission a few years ago forced the members to dig down into their private purses to pay for spring water which they had ordered and drunk in their assembly chamber and billed to the city. At that time they were told that under the charter they could receive only their \$1500 salaries from the city and that if they wanted spring water they would have to pay for it themselves, as Boston pipe water was the best in the land.



MAYOR CURLEY SOLVES THE UNEMPLOYMENT PROBLEM - EASILY

'DESPICABLE,' SAYS CURLEY OF SHAW'S AVOWAL OWN FATHER WAS DRUNKARD; 'LACKING IN TASTE,' BELDEN'S OPINION

English Author, Attacked
By Powell, Is Defended
Warmly by Merwin

By H. F. MANCHESTER

While no one is exactly surprised at anything that George Bernard Shaw may choose to say or do, his recent rattling of his family skeleton has aroused mixed emotions among his admirers, and has drawn him anew into the field of newspaper controversy to which he is not entirely a stranger.

When Shaw has blithely proclaimed himself the world's greatest playwright, or has aired his humorously-ironic views on all things on earth or in the heavens above, front-page dispatches provocative of high amusement have generally resulted. Rotogravure pictures of the bearded litterateur engaged in absorbing, half-clad, his ultra-violet, have also helped to forge him a halo of droll and benevolent eccentricity. In short, with the passage of time he has been accorded general immunity—it has seemed that he enjoyed the privilege of a life-time shooting license.

Now has Shaw abused the privilege? Ask the critical game-wardens on his trail?

SHAW'S PROMPT RETORT TO MINISTER'S ATTACK

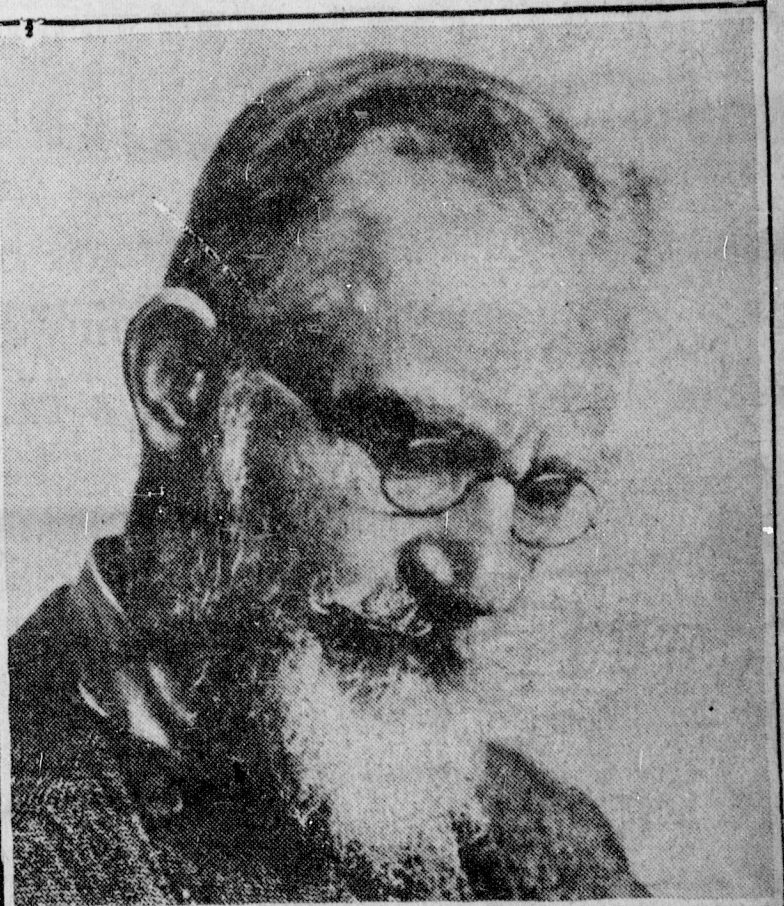
"If you can't get rid of the family skeleton you may still make it dance," Shaw wrote recently in a biographical preface to a new edition of his works, and then calmly stated that his parents were socially ostracized because his father was a drunkard.

"If he were asked to a dinner or a party," he added, in the statement which has now circled the globe, "he was not quite sober when he arrived, and was invariably scandalously drunk when he left."

While some point out that his revelations are in keeping with the tone of modern biography, others quote the Biblical injunction: "Honor thy father and mother." Dr. J. C. Carlisle, English preacher and ex-president of the Baptist Union, is one of the latter. He made Shaw's statement the subject of a sermon and attacked the author indignantly.

"No doubt all that Mr. Shaw says about the old man's manners and drunken habits is true," he said from the pulpit, "but it is not chivalrous to bring back from the dead and exhibit his nastiness as an excuse for his son's rudeness."

The writer, whose plays have consistently ridiculed prevalent ideas of chivalry, replied immediately. "This appears to me to be the sort of reprimand which usually comes from people who think that because the truth is unpleasant one should tell a lie. I really write



(Lower photo by Anthony, Belden photo by Bachrach.)
Top, George Bernard Shaw. Below, left to right, Mayor James M. Curley and Charles F. D. Belden, city of Boston librarian.

siderable confusion in the attempts to arrange alliances. None has been attempted openly but it is known that Fitzgerald's personal choice for a running mate is Marcus A. Coolidge. On the other hand his supporters are divided badly on the situation. Martin Lomasney and his followers want O'Brien and are bitterly opposed to O'Connell. Mayor Curley and his friends favor O'Connell, but the Mayor himself has refused to take any definite position.

CURLEY'S ATTITUDE

Thus far Curley's only wavering from a policy of strict neutrality has been in giving his support to Fitzgerald. To this he was committed by promises made more than a year ago. The repeated attacks directed at him by Ely made it much easier for him to declare himself in that contest.

For senator Curley is said to favor O'Connell, but he is taking no open stand. He is observing a neutral position between William J. Foley and Senator Joseph J. Mulhern in the contest for the nomination for district attorney, which is surprising in view of Foley's refusal to lend him his assistance in the last municipal campaign. Most of the mayor's close followers are with Mulhern. Some of them are Chairman Lawlor, Councilman Dowd, Senator Ward and Judge Sullivan.

It is difficult to discover that Gov. Allen actually has some opposition in the Republican primary. Former Mayor John D. Devir of Malden by this time must realize the futility of the task he has outlined for himself. He probably will watch eagerly for the Governor's action on the proposed automobile insurance rates and make an attempt to capitalize this issue.

The party in power naturally is blamed for all the prevailing ills, but it is difficult to see how the Governor can be taxed with responsibility for the compulsory automobile insurance rates. The law demands that the motor car owner buy a policy and the insurance companies insist that they must have higher rates to meet expenses. It's a poser for either party from any angle. We suggest that Messrs. Ely, Fitzgerald and Cummings offer some suitable solution.

40,000 IN HUB'S LINE OF MARCH

Big Sept. 17 Parade
Will Start at Noon,
Last Till 7

ANNOUNCE ROUTE OF HUB'S GREAT PARADE

Pick out your spot now for a "front-line seat" for the big Boston Day parade. Here is the official route:

Start at Massachusetts avenue at noon and proceed along Beacon, School, Washington streets, Dock square, Congress street, Postoffice square, Milk, Federal, High, Summer, Winter, Tremont, Boylston streets, Park square and Stuart street to the First Corps Cadets armory, ending the procession at about 7 o'clock that night.

After months of study, the route was announced last night by Lieutenant-General Edward L. Logan, chief marshal of the parade. Mayor Curley, with the Governor and distinguished guests, will review the procession from the grandstand on the Common side of Tremont street.

The greatest parade in the history of New England, with more than 40,000 marchers and probably about 3,000,000 spectators, will wend its way through the streets of downtown Boston on Sept. 17, Boston's 300th birthday, as the principal event of the tercentenary celebration.

It will start at noon and is not expected to be finished until after 7 p. m.

ROUTE OF PARADE

The route for the monster parade, in which there will be nearly 100 floats and numerous bands, was announced yesterday by Lieutenant-General Edward L. Logan, chief marshal of the parade, after months of study. The route is as follows:

Start at Massachusetts avenue and Beacon street, down Beacon street to School and Washington streets, through Dock square, along Congress street to

Post Office square and then through Milk, Federal, High, Winter, Tremont, Boylston streets to Park square, and down Stuart street to the First Corps Cadets armory.

Reviewing Stand on Common

Mayor Curley and Governor Allen, with the many distinguished guests, headed by Mayor Reuben Salter of Boston, England, will review the great spectacle from the grandstand to be located on the Boston Common side of Tremont street.

Nothing like this great demonstration has ever been seen in Boston and visitors from all parts of the country are expected here to witness it.

The day has been proclaimed a holiday and naval divisions, veterans organizations, more than 8000 school boy cadets in uniform and girl scouts and boy scouts will be in the line of march.

Gymnastic Stunts En Route

In the costumes which they have worn during the various tercentenary events staged on Boston Common throughout the celebration year the actors will form one division of the parade.

Singing societies will be singing and gymnastic organizations will be giving demonstrations along the line of march. Governors of States, Mayors of cities and selectmen of towns throughout the United States and Canada have been invited here, as well as a number of the higher officials of the Canadian government.

More than 300 fraternal, civic and social organizations are expected to be in the mammoth parade.

REPUBLICAN CHAIRMAN WANTS LEADERS OF BOTH PARTIES TO JOIN TO REVISE PRIMARY LAWS

By W. E. MULLINS

Events of the current primary campaign have convinced Chairman Amos L. Taylor of the Republican state committee that our primary laws and corrupt practices act are not in harmony with modern conditions. It is his intention to enlist the support of the leaders of both parties in an endeavor to obtain legislation which will provide relief from current conditions.

The section of the corrupt practices act which limits a candidate to an expenditure of \$5000 in a primary campaign was framed to meet conditions in another day and era, he maintains. His previous suggestion for a pre-primary convention is only part of the legislative revisions required, in his opinion, to meet present-day electioning problems.

He advocates placing full responsibility on the shoulders of the political parties as one means of avoiding some of the evils now encountered in the direct primary and election contests. Most of the complaints, he points out, have been directed at primary abuses over which the parties have no control because of the hands-off policy generally adopted in such individual ventures of office seekers.

In an interview on the subject yesterday he said: "On the eve of the primary election we are thinking almost exclusively of party solidarity. When the United States was established, parties were almost unknown. It took fully 25 years to establish recognition of the parties and prior to that time there were chaotic conditions with no means provided for controlling the evils of politics.

FREE OF MANY EVILS

"The Republican party has not abolished all the evils in politics, but there has been no time in the histories of the United States and of Massachusetts when we have been freer from the evils in party management. As I see the situation most of the evils which we now have with us grow up through attempts to break down party solidarity, either through the primaries or by the use of excessive amounts of money.

"Our primary laws and our corrupt practices act are not in harmony and cannot be made to harmonize under present conditions. The best way to correct many of these evils is through stronger party organization and party loyalty.

"The primary laws are such that the candidate who is successful must establish a contact with every voter, either by letter, by radio or by personal appearance. It is imperative to make these contacts or his story remains untold or only partially told. The legitimate expenditures of such a campaign is stupendous and yet the corrupt practices

act limits the candidate for Governor or United States senator to \$5000 in this state.

"In the face of current conditions such a situation is nothing short of ridiculous. Why, the expense alone of mailing a single circular to the registered voters in either of the two major parties is greatly in excess of that figure. What can be done to provide relief?

"My suggestion is to hold the parties responsible. Under present conditions it is entirely an individual affair in which the parties cannot interfere because the operations of the individual are none of the business of his party until he has been declared its recognized nominee.

URGES CHANGES IN LAW

"I believe that our Democratic friends will agree that we must obtain the passage of some legislation to revise the corrupt practices act if our direct primaries are to operate with any success. Beyond that we must go still further and obtain some changes in the primary law itself.

"We can hold the parties responsible to a certain extent by giving them the power to nominate tickets of their own selection while at the same time investing the people with their sacred right of veto by throwing the direct primary open to other party members who may be in disagreement with the official selections."

Taylor was influenced to discuss the situation because of the numerous charges of excessive expenditures which have been fired at candidates for statewide office in both parties this year. His comment to the effect that the parties observe the practice of adopting a hands-off policy in primary contests will sound somewhat humorous to Joseph B. Ely of Westfield, candidate for the Democratic nomination for Governor.

Ely was under the impression that he was making a fight for his party's nomination for Governor with all its organizations and associations observing strict neutrality until the Boston Democratic city committee, controlled by Mayor Curley through Henry E. Lawler, one of his corporation counsels, openly declared in favor of John F. Fitzgerald and prepared an official circular for distribution to members of the party.

Ely naturally was somewhat disturbed by that turn of affairs in the campaign, but he made an endeavor to turn it to his favor by denouncing it in a radio address in which he discussed the procedure extensively.

MAKING A GREAT FIGHT

Ely is making a great fight against Fitzgerald and John J. Cummings and

there are some Boston Democrats who profess to see some slight chance for him in the primary contest two weeks away. His success is wrapped up in what he can succeed in accomplishing here in Boston because he is reasonably sure of doing well in other sections.

The action of the city committee in favoring Fitzgerald is certain to have its re-action in the election in the event of Fitzgerald's nomination. Ely's friends in the western section of the state have openly expressed their resentment and in the face of the unfriendly and unfair act, it is certain to have a bad influence on the party in the election.

It is difficult to understand the strategy behind the move, because Fitzgerald is sure of beating Ely in Boston, the section to which the committee's influence is limited. The mayor himself did not make any friends by his connection with the procedure.

The next move in Ely's campaign will be to draft the services of Congressman William J. Granfield of Springfield. It is his present intention to capitalize Granfield's popularity among the Democrats by bringing him into Boston to deliver several speeches. He has not appeared publicly in this city since his victory in the special election in the second congressional district last February and is certain to be a big attraction.

FIGHT ON HIS HANDS

That Granfield is sure to have a hard fight on his hands for re-election is indicated by the wet announcement made during the week by Joshua Brooks, who is conceded victory in the Republican congressional primary contest. Brooks's stand against prohibition, although he favors retention of the baby Volstead act, means that the wet Republicans in that district may be counted on to return to the fold.

It is reported also that Granfield's popularity in his home city has not increased during the last fortnight and his friends realize that he will encounter a stiff fight in the election. Naturally, he has the Democratic nomination without opposition.

The illness of Joseph F. O'Connell cannot help but interfere with the plans he had made for a successful prosecution of the campaign he had mapped out for the Democratic nomination for United States Senate. His inability to get into the thick of the fight naturally increases the chances of Thomas C. O'Brien. There has been little change in the Democratic senatorial situation.

The lineup of the two contests for senator and governor has created con-

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Mayors, Arthur E. Moreau, Manchester, N. H.; Ned H. Murchie, Calais, Me.; C. M. Richardson, Rockland, Me.; George J. Bates, Salem, N. Y.; McGown, Ellsworth, Me.; John J. Whalen, Chelsea; James E. Dunne, Providence; Philip J. Gallagher, Woburn; Cornelius Horgan, Biddeford, Me.; Robert W. Brown, Concord, N. H.; Riley C. Bowers, Montpelier, Vt.; Fernando Wood, Hartford; Portsmouth, N. H.; J. N. Carriere, Fitchburg; Patrick J. Duane, Waltham; E. P. Bullock, South Portland, Me.; Thomas J. McGrath, Quincy; Charles S. Ashley, New Bedford; Michael A. Landers, Lawrence; Louis H. McDuffee, Rochester, N. H.; Richard M. Russell, Cambridge; William F. Sullivan, Nashua, N. H.; Anthony Sunderland, Danbury, Conn.; Edward H. Larkin, Medford; Roy K. Patch, Beverly; Dennis E. Sullivan, Franklin, N. H.; L. H. McFadden, Auburn, Me.; Harold P. Small, Bath, Me.; Francis T. Maloney, Meriden, Conn.; William A. Hastings, Malden; Harold N. Skelton, Lewiston, Me.; Charles E. Carroll, Laconia, N. H.; Michael G. O'Neill, Everett; Frederick J. Bielefeld, Middletown, Conn.; Louis L. Keefe, Westfield; Peter M. Gagne, Somersworth, N. H.; Councillor Fred L. Williams, representing Mayor of Marlboro.

NEW PLAN FOR AID OF JOBLESS

Branch Woodyards in
Residential Sec-
tions of City

Establishment of branch wood-
yards in the residential sections of
the city where the jobless could saw
and chop for poor doles and the
residents could purchase the product
at cost price, was urged last night by
City Councillor Thomas H. Green of
Charlestown.

POINTS OUT HANDICAPS

In a communication to Mayor Cur-
ley, the Charlestown councillor, con-
tended that the central city woodyard
at Hawkins street could not accom-
modate the 1000 unemployed men daily
seeking the chance to cut wood in
order to obtain \$8 a week from the
public welfare overseers.

He contended further that the down-
town woodyard was too far away
from the outlying sections of the city
to attract purchasers for the cut wood.
With branches in the residential dis-
tricts, he said, the poor would not
be forced to spend carfares to reach
the central plant and the residents
would not have far to go to buy the
wood from the city.

Wants Them on City Property

Councillor Green stated that the
yards could be established on city
property in the residential sections, ob-
viating the necessity of paying rent to
private land owners. Furthermore, he
said, that the men could retain their
courage and self-respect, if allowed to
earn the poor dole by cutting wood
which would enable the city to get
the money back from the wood-buyers.
At the central yard, he complained,
the men are paid the money merely
for reporting, when there is no room
in the yard for them to swing an ax
and they would rather not feel that
they were accepting charity.

HIGH SCHOOL PUPILS WILL MARCH IN SEPT 17 PARADE

All of Boston's high school pupils,
with the exception of the freshman
classes, will participate in the big
Boston Tercentenary parade Sept 17,
Supt of Schools Jeremiah E. Burke,
said yesterday.

The boys will be dressed in their
cadet uniforms and the girls will be
attired in gymnasium costumes.

RETAIL BOARD RECOMMENDS STORES CLOSE FOR PARADE

The governing council of the Retail
Trade Board of the Chamber of Com-
merce at a special meeting yesterday
unanimously voted to recommend to
member stores that they cooperate with
Mayor Curley and Gen Logan in the
parade and observance of the 300th
anniversary of the founding of Boston
by closing their stores at 12:30 p m
on Sept 17.

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GALA DAYS NOW LOOM IN BOSTON

September Schedule of Tercentenary Events Notable

Boston takes a leading place in the September schedule of tercentenary events arranged for the birthday anniversary of the city and the old Bay Colony.

GREAT PARADE SEPT 17

The week from the 14th to the 20th is Boston's own week, and especially is the 17th to be honored by celebration, being the 300th anniversary date of the founding of Boston. Among many, the feature event of the latter date is the great parade, following custom on each 50th anniversary. This parade will start at noon and end about 7 in the evening. Records show there were a million on the streets in 1880, the date of the 250th anniversary parade, so with all New England to draw from, an attendance far in excess of this number is anticipated.

A night parade, electrically illuminated, is set for the evening of the 15th in Boston. This will depict in spectacular fashion the history of Massachusetts and Boston by means of a series of very fine floats and costumed groups.

Sec. Adams to Be Orator

Charles Francis Adams, Secretary of the Navy, will be the orator on the occasion of the dedication of a "Memorial to the Founders" on Boston Common on the afternoon of the 16th, with Edwin Markham as the poet. That same evening a "Town Meeting and Public Reception" will be held to greet the Worshipful Mayor of Boston in old England, Reuben Salter, with members of his city government. Mayor James M. Curley will preside and Mme. Schumann-Heink will be the guest soloist. The proceedings will be broadcast by radio with an all-New England and probably a national hook-up.

On the evening of the 19th, a colorful patriotic pageant, "The Soul of America," will be given on Boston Common. The week will wind up in a literal blaze of glory, with two great fireworks displays; one on the Charles River Basin and the other at Columbus Park on the ocean side of the city, on the 20th.

In Other Cities and Towns

A total of 108 events are scheduled to take place in 40 cities and towns of Massachusetts during September, promising a lively month.

The Cape will entertain the General Society of Mayflower Descendants with

delegates from all over the country during the first week in September, dedicating a reconstructed trading post dating from 1627 at Bourne on Sept. 2.

The small town of Washington in the western part of the State, starts the ball rolling on Sept. 1 with a "top-of-the-mountain" programme, which will be an all-day affair.

Springfield figures in the celebration of the tercentenary with the Eastern States Exposition from the 14th to the 20th, but previous to this on the 10th and 11th, an old-fashioned costume contest and model style show is to be featured.

Numerous Important Events

Worcester holds its New England Fair with special tercentenary industrial exhibition from the 23d to the 27th, and starts a week's musical festival on Sept. 23.

Brockton has shoved its annual fair ahead nearly a month to Sept. 9-13, and will combine tercentenary events in variety with it.

Medford, which dates its own founding from 1630, will commemorate the occasion from the 21st to the 28th, with a mammoth parade on the last day.

The Associated Industries opens an exposition in Boston on the 29th, to continue to Oct. 11.

An international feature of September will be the visit of distinguished lawyers and judges of the American, English, French, Scotch, Irish and Canadian Bar associations, due to have a reception at the State House on the morning of the 5th, and at the Harvard University Law School on the 6th.

Another important event is the convention of the Supreme Council Scottish Rite Masons in Boston, Sept. 1 to 19.

Mayor, and Mrs. Bailey; Ex-Mayor James Tait and Mrs. Tait, and Councillor Jabez Holland Mountain, all of Boston, Eng.

The fact that the delegation from Boston, Eng., is coming by way of Quebec and Montreal is interesting because Boston Week will also attract municipal officials of Canada from points all the way from Halifax, N. S., to the Canadian Northwest.

Johnson's Sentiments

Referring to relationship between the Dominion and the United States, Mr. Johnson said:

"I believe that it is the duty of



THOMAS J. A. JOHNSON
Official Greeter of City of Boston

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ESCORT WILL MEET BOSTON, ENG, MAYOR

Party From This City to
Travel to Quebec

Several Governors, Many Mayors
Coming for Tercentenary Week

Great preparations have been made for the arrival in Quebec next Sunday of Lord Mayor Reuben Salter of Boston, Eng., who is coming on the Ascania. When the liner docks below the Citadel, he will be met by a Boston delegation and escorted to Boston.

Thomas J. A. Johnson, official greeter of the city of Boston and chairman of the reception committee, will lead the party to Quebec next weekend. Mayor Salter will be accompanied by Councillor Arthur Bailey, Deputy

American citizens to do everything within their power to enhance the cordial relations existing between the United States and the Dominion of Canada. Canada, with its enormous resources, is at our very door, and yet we have no reciprocity treaty, although the Dominion of Canada enjoys a reciprocity agreement with Australia and New Zealand, which are over 14,000 miles away from us by the Suez Canal and about 9000 miles by the Panama Canal. If a reciprocity agreement is an important factor in the extension of commercial and industrial relations between the Dominion of Canada and Australia and New Zealand, how vitally important it is that the United States should enjoy a similar reciprocity agreement with its nearest neighbor.

In addition to Mayor Salter and Canadian dignitaries, the Governors of Maine, New Hampshire, Vermont, Virginia, Illinois and South Carolina will be here for Boston Week, as well as Mayors from cities all over New England. A cordial invitation was sent to R. B. Bennett, the new Premier of the Dominion, at Ottawa.

Notable List of Guests

Guests coming to Boston are:

Gova, William Tudor Gardiner, Maine; Louis L. Emmerson, Illinois; John G. Richards, South Carolina; Charles W. Tobey, New Hampshire; John E. Weeks, Vermont; John G. and Pollard, Virginia; Mayors Ralph H. Webb, Winnipeg; Lieut. Col. H. E. Lavigne, Ont.; L. A. Gaston, Peebles, Hamilton, Ont.; L. A. Gaston, Sydney, N. S.; James A. McConnell, Sydney, N. S.; W. G. Clark, Fredericton, N. B.; R. W. L. Prose, Charlottetown, P. E. I.; Walter W. White, St. John, N. B.

feurs union, serving as master of ceremonies.

The American Federation of Labor was represented by John P. Frye of Washington, who related the history of the labor movement. The speaking programme was concluded by P. Harry Jennings, New England organizer of the Teamsters and Chauffeurs union, and Margaret I. Connolly, treasurer of the C. L. U., the only woman addressing the audience.

Debt to Organized Labor

Mayor Curley, in his address which was later distributed in pamphlet form, declared that "to organized labor we owe the eight-hour day, Saturday half-holiday, workmen's compensation, mothers' aid and the saving wage, which has brought prosperity to America."

"It is a singular anomaly," he said, "that substantially every progressive measure upon federal or State statutes may be traced not to the home of culture or cash, but to that of the toiler," declaring that labor has been the real burden bearer in history. In part, the Mayor said:

"Today the hosts of organized labor assemble throughout America to review the past, consider the present and plan for the future."

"The past is a story of struggle against superhuman odds, under circumstances which called for stout hearts, brilliant minds, unflinching courage, almost unending sacrifice and exceptional leadership. The full measure of the contribution of labor to the peace, patriotism, and progress of America has never been accorded the tribute so richly deserved."

Bulwark of Labor

"Without the contribution of organized labor the pledge of equal opportunity would be but empty substance and meaningless."

"It has stood as a bulwark for justice against the greed and brutality of pelf, power and plunder fattening upon the women, children and men sweated in industry."

"It has liberated the toiler from a condition bordering on serfdom and in bringing comfort, courage and cheer to the heavily laden, has awakened the conscience of the capitalist to a vision of duty that unfolded to him a truer appreciation of his stewardship and obligations as a citizen of America. It has combated with the hard-earned dollars of the toilers, corrupt legislatures, venal judges and, upon many occasions, has not hesitated to face gunmen, police and military authorities in defense of principle, without regard to consequence."

Up to the Voters

"The difficult problem to understand is the political action of the workers as a whole, organized and unorganized, when by acting as a unit it would be possible for them at all times to at least prevent the election to public office of men known to be hostile to what labor represents."

"It is equally difficult to comprehend outspoken hostility to organized labor by anyone who works for a livelihood, yet these two paradoxes exist—but there is a prospect that ultimately they will, either as a matter of expediency or salvation, cease. Until such time as they do disappear, however, it is clearly the duty of every right thinking American to study the glorious history and fruitful contribution that organized labor has made to the hope, health and happiness of America and Americans. The best index to the character and intelligence of a people and a nation is to be found not in wealth, but in the liberal and humane laws enacted to promote the health and happiness of the citizen-ship."

Glorious History of Past

"During the World war the representatives of organized labor were welcome guests at the National Capitol, where their aid, advice and activities were needed to combat communism and sabotage."

The history of the past is glorious and constitutes a challenge to the present that may well tax the time, talent and thought of the present and future."

"The present industrial depression is today engaging the attention of leaders in every walk of life who seek a solution for the problem of unemployment of more than 3,000,000 men, notwithstanding the fact that America is the richest nation in the world."

"Various reasons have been assigned for present day depression—overproduction in agriculture and other commodities, the replacement of man labor by machines, the failure of capital to assume its share of the burden, but the fact remains that the condition of the unemployed constitutes a menace to the continuance of orderly government and correctional measures should be speedily applied."

Changing Conditions

"Prior to the establishment of chain banking and chain grocery and provision store systems a period of depression was more alarming to the corner grocery or provision dealer than to the unemployed. The corner grocer or provision dealer and the good Samaritan in the past and the only requisite necessary to tide a family over a period of depression was the character and needs of the individual."

"The local banks, prior to the creation of the chain system, in turn tided over the grocery or provision dealer, but this condition unhappily no longer exists."

"The chain store demands cash and the chain bank demands endorsers, and, unfortunately, the unemployed can furnish neither cash nor endorsers, so that it may be truly said that the chain systems have unfortunately placed the unemployed in chains, from which the only release is that which comes from work and wages."

"Under the circumstances, the present and future of America are linked in an equitable solution of this all-important problem."

Fallacy of Cutting Wages

"The picture has a bright side, however, due to the fact that all Americans are passengers upon the same ship and that what benefits even the most humble worker helps the largest employer."

"The fallacy of reducing wages is today recognized and there is every indication that the hosts of labor will be shortly re-enforced by economists and

capitalists, all interested in a programme that will make for continuity of employment for the worker and prosperity for the nation."

"Happiness in the home and prosperity in the land lie in a larger distribution of the wealth created in the form of high wages, shorter working day and week, and an end of the speeding-up process which means seven months of prosperity and five months of misery."

"Almighty God has been most generous to America, and ours is indeed a great heritage. Let us in our day give thought, not only to the present but to the future, so that succeeding generations in consequence of our efforts may not only revere our memory but give to our common country an even higher measure of devotion, based upon a broader and clearer conception of economic justice enjoyed in full measure."

"Tinkering Reformers"

Former President Kearney criticised labor leaders for endorsing candidates for high public office who have not been friendly towards the workingman in industry. But he contended that those leaders who try to mislead the workers for a few paltry dollars would be disappointed in the election."

Declaring that the labor movement has always been a bulwark against communism, he protested against labor leaders who would be the agents of a foreign government seeking to bring about a world revolution."

After making a plea for the restriction of machinery, and the adoption of unemployment insurance, old age pensions and the shorter working week, former Senator Kearney attacked the "tinkering reformers and spineless legislators responsible for the 18th amendment."

Prosperity at Hand

New England Organizer Jennings demanded the adoption of the five-day week for the relief of unemployment, protesting that surveys in New York and other States indicated there were 5,000,000 jobless men and women in the country and in many places the poor dole had increased 200 per cent."

President Sidd, after introducing Mayor Curley as "the best executive in New England," declared that in the belief of expert economists the nation had "turned the corner" of the industrial depression and that prosperity was again at hand."

All Around the Town

One of the best things the City of Boston has yet done concerning the Tercentenary observance is to publish a pocket-size booklet descriptive of the Hub and its industries.

The booklet is well printed and copiously illustrated, and points out to the Tercentenary visitor nearly everything of business interest all around and about Boston town. Mayor Curley is to be commended for publishing such a concise and valuable little guide.

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States of America.

"In the last eight months we have been in a pretty leaky boat, and the capitalist has been pulling an oar or pulling a plug. The capitalist is beginning to realize he must take an oar or the craft is going to sink, and with that pleasing prospective opening before us certainly the Central Labor Union of Boston has reason to be rejoiced.

Better Off in Boston

"While I don't claim any particular credit, I want to say that perhaps we are a little better off here in Boston than any other city in the entire United States, so far as employment is concerned.

"I had occasion to entertain two or three weeks ago the head of one of the leading hotels in Detroit. We stood at the window of the Mayor's office, looking out into Province st. which is a pretty busy little street, and he said: 'It is a real joy to look out the window and see signs of prosperity and signs of happiness. For the last eight months I have looked out of the window of my hotel at 8 o'clock every morning, when I came to report for work, and I saw a line four abreast and of no less than 300 feet in length, containing men and women, many of whom had stood there from 3 o'clock in the morning, waiting to get a bowl of soup or a piece of bread.' This is the fact in some foreign countries, this is so in America.

"We have in a measure anticipated the present depression and this condition does not exist in Boston because we provided public works and made provision for the needy, and we are going to continue to do so until things change.

Construction Program

"Your presiding officer has made some reference to the lack of cooperation by the Legislature. I applied in January for authority to spend \$10,000,000 for street construction and \$2,000,000 for street widenings. I asked for \$15,000,000 for a school construction program, and \$3,500,000 for Governor's subway extension, or somewhere in the neighborhood of \$28,000,000, in addition to \$16,000,000 that we are going to spend for the East Boston Tunnel, a total of \$44,000,000, a sum greater by \$30,000,000 than ever previously expended in the history of the city.

"The Legislature did not give me what I wanted. It cut down the street program to \$7,000,000, and made provision that a certain portion of this sum should come out of taxes, when it should all have been borrowed for this purpose. In the school program they gave me \$7,500,000, one-half of what I asked for. The point is this, that the bills filed in January did not come out of committee, and received the approval of the Governor until the latter part of May, or almost the first part of June.

"Giving authority to appropriate the money or do the work does not mean that you can put men to work immediately. We have had the authority for three months in the tunnel, but we have not got any further than to take the borings, so that we may be said to be in the "blueprint" stage of our construction program, and we will not be beyond the "blueprint" stage until December, so that in the event the depression continues we will have opportunity to employ many hundreds of men during the entire Winter on the East Boston tunnel.

"On the matter of the Commonwealth extension job, we got the authorization about the first of June, and the first of July we had 130 men

at work. Then we decided we would employ twice as many men, and put 260 men to work by the first of September. If the depression continues, we may be able to make three eight-hour shifts, working 24 hours a day, giving employment only to veterans of the World War, citizens of the United States of America.

"Then with regard to the school construction program, we are hardly beyond the blueprint stages, for advertisements have been placed for no more than about \$500,000 of the work for which \$7,500,000 has been authorized. In December we will be beyond the blueprint stages.

Believes in Hoover

"I believe the President of the United States was absolutely sincere when he called for cooperation on the part of the large employers of America, but I don't believe they were sincere with him when they promised cooperation. Certainly there has been scant evidence of it.

"I do not believe the President or the United States intended to deceive the American people with reference to Federal Government giving relief in America for the unemployment situation. It was announced that the Congress of the United States would provide a \$520,000,000 construction program. The anticipation and belief was that the entire \$520,000,000 would be expended in the present crisis, to relieve the industrial depression. The facts disclose that the \$520,000,000 program is scattered over a period of 10 years. With the existing conditions, \$520,000,000 scattered over a period of 10 years does not mean anything.

"I was rather pleased to read on Friday that the President had called a meeting of his advisors, with a view to establishing a program for the spending of the \$520,000,000 now rather than to scatter it over a period of 10 years.

"What is true of the building construction program is equally true of the Mississippi River project. It calls for an expenditure of in excess of \$2,000,000,000, over a period of 25 years. We will not have depression for 25 years. If they start working tomorrow on the Mississippi River program, as they should, opportunity will be offered for employment for the more than 300,000 railroad workers that have been laid off at the expense of maintaining dividends. The steamship companies will become prosperous, the basic industries of America, steel, lumber and cement, will find an outlet for their production.

"Perhaps the only silver lining to the industrial cloud in America lies in the fact that there are few lines of trade that have sufficient supplies to meet a buying movement that would last for seven days."

Post 9/2/30

ASKS EACH WORKER TO SPEND \$20

This Would Quickly
End Depression
Says Mayor

SHORTER HOURS ALSO
URGED BY SPEAKERS

Crowd of 10,000 at
Exercises on
Common

A general buying movement, with every person who is working spending \$20 for household needs, or for personal needs, would empty the shelves of every retail establishment in America, the mills would be compelled to start work, and over night we would have prosperity, declared Mayor Curley in an address yesterday at the annual Labor Day luncheon tendered by the city to labor leaders at the Bradford Hotel.

He said that probably the only silver lining to the industrial cloud in America is that there are few lines of trade that have sufficient supplies to meet a buying movement that would last for seven days.

The luncheon followed exercises on Boston Common, attended by 10,000. With enthusiasm the big crowd greeted Mayor Curley and other speakers active in the labor movement for the relief of unemployment through the adoption of the five-day week, the restriction of the use of machinery, the maintenance of high wages and the co-operation of economists and capitalists in reaching industrial democracy.

Repeal of the prohibition law was demanded by former President John F. Kearney, who insisted that the manufacture and sale of ales and beer would provide legitimate employment for 2,000,000 men in the United States and at least 50,000 in Massachusetts.

The programme, including the band concert by the 101st Infantry Veterans' band, which was broadcast by radio, held the large rainy day crowd for almost two hours. President Nathan Sldd of the C. L. U. presided, with John F. English of the Teamsters and Chauff-

Sept GLOBE 9/2/30

CURLEY URGES BUYING TO START BUSINESS BOOM

Mayor Talks at Luncheon to Labor Leaders, and on Common—John P. Frey Speaks at Meeting Under Auspices of C. L. U.

"If every person who is working in America would shed the psychology of fear tomorrow and start a buying movement and spend \$20 for household needs, or for personal needs, and would buy a new suit of clothes, a hat or a pair of shoes, or buy an overcoat, within one week the shelves of every retail establishment in America would be empty and the mills would be compelled to start work and over night we would have prosperity."

The above statement was made by Mayor James M. Curley at the annual Labor Day luncheon tendered by the city of Boston to more than 200 labor leaders at the Hotel Bradford yesterday afternoon, which brought to a close the Labor Day demonstration of the Boston Central Labor Union.

The luncheon followed the mass meeting at the Parkman Bandstand on Boston Common, broadcast over Radio Station WNAC, which was opened by John F. English, chairman of the C. L. U. Labor Day committee, and presided over by Pres Nathan Sidd of the C. L. U.

Meeting on Common

Speakers at the morning session were P. Harry Jennings, general organizer for the International Brotherhood of Teamsters; John J. Kearney, secretary of Waiters' Union Local 34; Mayor Curley, Miss Margaret I. Connolly, treasurer of the Boston Central Labor Union, and John P. Frey of Cleveland, orator of the day.

Mayor Curley, during his brief address on the Common, said: "The full measure of the contribution of organized labor to the peace, patriotism and progress of America has never been accorded the tribute so richly deserved."

"Without the contribution of organized labor the pledge of equal opportunity would be but empty substance and meaningless. It has stood as a bulwark for justice against the greed and brutality of self, power and plunder, fattening upon the women, children and men seated in industry. It has combated corrupt legislatures, venal judges, and upon many occasions has not hesitated to face gunmen, police and military authorities in defense of principle without regard to

consequences. The history of the past is glorious and constitutes a challenge to the present that may well tax the time, talent and thought of the present and future."

John P. Frey's Talk

John P. Frey, secretary-treasurer of the Metal Trades' Department of the American Federation of Labor, during his address said:

"We have accepted Labor Day as an opportunity to acquaint the public with the principles which guide us and the policies through which we endeavor to solve the problems which affect us. We are proud of what we have accomplished, for we have protected the weak, we have minimized industrial injustice, we have given hope and purpose and ideals to millions of American wage earners."

"There still remains great inequality of rights and opportunities in the relation of employer and employed. There still exist grave injustices, which, unless corrected, will weaken the fiber of our American institutions. Men are still moved in industry by motives which have governed them in the past. Shortsighted greed has not been eliminated and labor today is justified in protesting against impositions placed upon it by many employers occupying high positions in industry."

"Forty-nine years ago workmen's compensation legislation was unknown; occupational diseases were unheard of; female labor worked as many hours a day or night as suited the employer; little children worked in our mills from sunrise to sunset. The sanitary conditions in places where labor was employed were appalling, and there were no safeguards to protect the worker from dangerous machinery."

Conditions Revolutionized

"Since the first celebration of Labor Day the American Federation of Labor has accomplished a revolution in the conditions of employment. Female wage earners no longer work at night, neither are they permitted to do work physically injurious to them, or under conditions unfavorable to their morals."

"Legislation enforcing sanitary and other safeguards have been enacted and, through studies of occupational diseases, etc., we have secured laws that have saved millions of lives and protected the health of millions of others, but this is a record of past accomplishments. We are now concerned with what lies before us."

"Primarily we are moved by a determination to establish industrial liberty of the same quality, substance

religious liberty which is guaranteed to us as American citizens. This is the right of men to participate in determining the conditions under which they shall live and work. A measure of industrial liberty has been established, but much of the substance is still denied."

"Not only do many employers deny their workers the right to organize, but the courts, sitting in equity have established the judicial theory that the wage earners' right to industrial organization is an entirely different matter from the employers' right to do the same."

"With such judicial opinions we are in active opposition."

The toastmaster at the luncheon, Mr. English, introduced as speakers Pres Sidd, John J. Kearney, Mr. Frey, Michael J. Flynn and Mayor Curley, who was given a rousing reception when he entered the big dining room. He made a special trip to Boston from New Hampshire, where he was spending a brief vacation, in order to participate in the exercises.

Mayor's Talk at Luncheon

His speech, which was frequently interrupted by cheers and applause, follows, in part:

"During the period of the World War we developed our agencies of production, and it was necessary for us to do so, in order that the warring countries of Europe be supplied with food and clothing and everything else which we could supply which was needed to carry on the war, the result being that, after the close of the war, we were able to produce in seven months enough materials to take care of the needs of America for a full 12-month period."

"As a consequence of the failure to adopt a reasonable and sane economic policy the probability is that public attention will be so focused on the question of establishing a future economic policy in America that not only will we witness an organization which favors a reduction in the hours of labor but in the reduction of the number of working days in each week without a corresponding reduction in the wages of the workers of America."

"I am inclined to believe that before this year is terminated you will find this singular condition existing in America—you will find the wealthy capitalists, the educator, the leaders of religious thought, the representatives of every faith in America joining hands with organized labor in the development of an economic program which will make for stability, for security, for serenity, that will make for a worth-while future for the United

HIGH COURT UNDER FIRE OF F. OF L.

Accused of Whittling Away Laboring Man's Rights

Accusing the supreme courts of the nation and the States of "whittling away the rights of the laboring man," John P. Frye of the American Federation of Labor at Washington, yesterday stressed industrial liberty and equality as the aim of trade-unionism.

EMPLOYERS FAVORED

In his address, which was delivered at Mayor Curley's banquet to the Boston Central Labor Union delegates at the Bradford Hotel, Mr. Frye as secretary-treasurer of the metal trades department of the A. F. of L., compared present-day decisions with those written by Justice Oliver Wendell Holmes "when the Massachusetts Supreme Court was the guiding star to other States in the matter of industrial disputes."

Protesting that late court decisions have been bending towards the employers and against the workers, Secretary Frye called upon all trade unionists to see to it that only friends of labor are selected for the judiciary as well as for high elective office.

Pays Tribute to Curley

He paid deep tribute to Mayor Curley for the latter's efforts and favors in behalf of organized labor. Warm praise was also voiced for the Mayor by President Nathan Sidd of the Boston Central Labor Union, who presided, and John F. English, serving as chairman of the organization's Labor Day programme committee. Former State Senator John J. Kearney and Michael J. Flynn also spoke.

The Mayor appealed to the labor leaders for a hopeful outlook on the industrial depression, quoting from the Scriptures "Out of good cometh evil," and contending that if every wage earner could spend \$20 tomorrow for suits, hats, clothes or household furnishings, every retail store in the country would exhaust its supply of stock in a week and the mills and factories would call their operatives back to work to meet the demand for manufactured products."

Would Produce Prosperity

Such a buying campaign would produce prosperity overnight, stated the Mayor, but he contended that immediate prosperity for tomorrow was not the goal of labor, but rather the establishment of a policy for the future that would prevent in years to come a re-creation of the industrial depression

which "brings destruction to the individual, and to his happy home and saps the very foundation of the greatest government ever known, the United States."

The Mayor promised that the wealthy capitalists, educators, economists and leaders of religious thought would soon succeed with the leaders of labor in developing a policy of economic progress making for stability, security, serenity and a worth-while future for America.

Business Conditions Better Here

"Last year our industrial leaders with an era of prosperity dreamed that they were sailing on a palatial boat like the Leviathan," said the Mayor, "and during the last eight months they have been in a pretty leaky skiff pulling out the plug while the worker pulled the oar. But the capitalists have found that they now must pull an oar too."

The Mayor declared that business conditions were a little better off here than elsewhere in the country, "though it is true that we had to raise the taxes so that those victims of the industrial system for which they are not responsible shall not suffer greatly."

City's Programme Delayed

While soup kitchens and bread lines have been waiting for hours in Detroit, the "heart of industrial America," said the Mayor, thousands of Boston men have been put to work making public improvements costing \$30,000,000 more than was spent in any other year in the history of the city, said the Mayor.

He agreed with President Sidd that the Republican Legislature had delayed the city's programme from January to May by withholding authority to do the work, but promised that this winter the city will take on additional hundreds of men to build the \$16,000,000 East Boston tunnel, the \$3,100,000 Governor square subway and \$7,500,000 worth of school buildings, among other things.

Three Shifts for Subway Job

Explaining that he had put two shifts to work on the subway job to provide relief for unemployment here, the Mayor announced that soon he will place three shifts at work daily, providing relief when it is most needed and the new rapid transit facility in record time.

He compared Boston's record with the failure of the federal government to launch big building programmes to aid the jobless. "I believe the President of the United States was sincere in promising an extensive programme of

JOE ROSSITER WILL BE ASKED TO SERVE

Rival Organizations Agree and All Will March

The dispute between East Boston veterans and the committee in charge of the tercentenary parade, Sept. 13, came to an abrupt end last night. The veteran organizations will march. The committee has been appeased. And peace reigns because East Boston's beloved figure, Joe Rossiter, last active survivor of the famous Joe Hooker Post, G. A. R., will be officially named chief marshal of the great parade.

The Post learned authoritatively last night that this agreement had been reached between Chairman Daniel J. O'Connell of the East Boston tercentenary committee, and representatives of the two American Legion Posts, the Spanish War Veterans Camp and the Veterans of Foreign Wars. Up to the time of the agreement the 1000 or more members of the veterans' posts had determined to have nothing to do with the parade.

Their dissatisfaction as expressed in two heated meetings last week was that a veteran had not been selected to act as chief marshal. Torrid language flowed in a steady stream. The committee had selected its own chairman as chief marshal, Daniel J. O'Connell, and the vets objected because O'Connell was not a war veteran. Yesterday, it was learned, members of the various veteran posts conferred with the committee members and the dispute continued until it was suggested that the 87-year-old Civil war veteran be given the honor.

O'Connell agreed to act as honorary marshal of the parade, and to escort the chief marshal in an automobile at the head of the procession. On the staff will be representatives from all the veterans' organizations. Among them will be a wearer of the Distinguished Service Cross, Charles Miller, of the American Legion, who will act as personal aide to Rossiter.

Representatives of all the veterans' organizations will be officially notified tonight that this solution to the dilemma was arrived at yesterday, and that a veteran will be accorded the post of honor, in East Boston's greatest parade. Comrade Rossiter has been a well known figure in East Boston since he marched away to the Civil war in 1861.

When he returned after serving through the four years of that struggle, he joined the Joe Hooker Post of the Grand Army of the Republic. Three years ago, the post, from 800 men had dwindled to only four, and Rossiter gave up the charter and the post officially ended its existence.

East Boston gave the Civil war veterans a great reception the day the charter was surrendered. But the Tercentenary Day will be Joe Rossiter's biggest day. This afternoon a party of veterans will drop around to see him to find out whether he is in good health and ready to head the parade.

If he is, he will be asked to accept the honor, by the members of the Tercentenary committee tonight.

CURLEY URGES THAT ALL BUY

Mayor's Address Is Feature
Of Luncheon Following
C. L. U. Meeting

LABOR LEADERS ARE HEARD ON COMMON

A general buying movement by workers would cause a return of prosperity in a week, Mayor Curley declared yesterday in an address to officers and guests of the Boston Central Labor Union at a luncheon in the Hotel Bradford after the organization's annual Labor day mass meeting on Boston Common. In effect, the mayor advised immediate buying of personal and household goods as an important step to improve both business and industry.

Practically all holiday programs were carried out yesterday in New England despite the handicap of rain, although the latter kept thousands away from beach resorts, held up the automobiles which congested most of the principal highways and caused many traffic jams. Attempts by communists to capitalize the workers' holiday fizzled in Boston and elsewhere.

Mayor Curley's address was one of the main features of the Boston celebration.

"If every person working in America would shed the psychology of fear tomorrow and buy \$20 worth of household or personal needs," the mayor declared, "within one week the shelves of every retail establishment in America would be empty, the mills in America would be compelled to start work and over night we would have prosperity."

At the earlier exercises at the Parkman bandstand the mayor declared that it was a strange anomaly that substantially every progressive measure on the federal or state statutes can be traced to the toiler and not to the home of culture or cash. "To organized labor," he declared, "we owe the eight-hour day, Saturday half holiday, workmen's compensation, mothers aid, and the saving wage."

The exercises on the Common were broadcast over station WNAC and drew a large crowd that braved the rain to participate in the program. Speakers in addition to Mayor Curley were John P. Frey, secretary-treasurer of the metal trades department of the American Federation of Labor; P. Harry Jennings, New England organizer for the teamsters' unions; Nathan Sidd, president of the Boston Central Labor Union; John F. English, secretary of Coal Teamsters' Union 68; John J. Kearney, business agent of Waiters' Union 34, and Miss Margaret I. Connolly, Boston Telephone Operators' Union.

Mr. Frey, whose subject was "Trade Unionism and Sound Economics," said, in part:

Since the first celebration of Labor day the American Federation of Labor has accomplished a revolution in the conditions of employment. Female wage earners no longer work at night, neither are they permitted to do work physically injurious to them, or under conditions unfavorable to their morals.

Legislation enforcing sanitary and other safeguards has been enacted and through studies of occupational diseases, etc., we have secured laws that have saved millions of lives and protected the health of millions of others, but this is a record of past accomplishments. We are now concerned with what lies before us.

Primarily we are moved by a determination to establish industrial liberty of the same quality, substance and character as the political and religious liberty which is guaranteed to us as American citizens. This is the right of men to participate in determining the conditions under which they shall live and work. A measure of industrial liberty has been established, but much of the substance is still denied.

Not only do many employers deny their workers the right to organize, but the courts, sitting in equity, have established the judicial theory that the wage earners' right to industrial organization is an entirely different matter from the employers' right to do the same. With such judicial opinions we are in active opposition.

Agent Jennings, in stressing the unemployment situation in this country, called for a better stabilization of industry and the five-day-week as one of the direct means for combatting over production. He expressed the belief that organized industry should provide unemployment insurance, regulated by government supervision to avoid the burden of additional taxation.

President Sidd declared that labor was looking with faith toward the future in the hope that business depression has turned the corner. He touched on labor's accomplishments in the past and outlined some of its aims for the future.

Mr. Kearney launched an attack on the so-called reformers whom he charged with being responsible for the Volstead act and declared that its repeal would give immediate employment to 2,000,000 workers in the nation and at least 50,000 in Massachusetts.

THE MAYOR'S ADDRESS

Speakers at the luncheon included Mayor Curley, John P. Frey, John F. English, Michael J. Flynn and John J. Kearney. Mayor Curley, the principal speaker and host, said in part:

Out of the tears that have come to America as a consequence of the failure to adopt a reasonable and sane economic policy, the probability is that public attention will be so focussed on the question of establishing a future economic policy in America that not only we will witness an organization which favors a reduction in the hours of labor, but in the reduction of the number of working days in each week without a corresponding reduction in the wages of the workers of America.

After all, the real buying market for America in the future is not Europe, where the ferocity of competition for actual existence, life itself, is such today that coupled with the 1700 odd American branch concerns located in Europe, conducting their enterprises along lines of mass production, they bring America in export trade back to identically the same position.

when the only commodities exported were the raw materials.

We have restricted immigration, we have shut out a prospective consuming force from the rest of the world. Being shut in in their home countries, they produce materials at starvation wages, in competition with the production of the workers in America who are paid an American wage, and thus the product of the women and the children sweated in industry, and the product of convict labor is in competition with American labor and American wages.

I am inclined to believe that before this year is terminated you will find this singular condition existing in America—you will find the wealthy capitalist, the educator, the leaders of religious thought, the representatives of every faith in America joining hands with organized labor in the development of an economic program which will make for stability, for security, for serenity, that will make for a worth-while future for the United States of America.

The mayor expressed the hope that by December many hundreds of men will find work on the proposed East Boston tunnel and other projects still in the "blue print" stage.

He declared that he believed that President Hoover was sincere when he called for co-operation on the part of the large employers of America, but expressed a doubt of their sincerity with the President. He declared that he didn't think the President intended to deceive the American people in reference to federal relief for unemployment in announcing that the Congress of the United States would provide a \$520,000,000 construction program, but the facts, he said, disclosed that instead of being used in the present emergency it is to be spread over a period of 10 years. He declared that scattered over a period of 10 years it virtually means nothing.

CURLEY ASSAILED

Trade Union Unity League Speakers
Say He Betrays Workers

The American Federation of Labor was scathingly denounced as the "fak-eration of labor" and Mayor Curley branded as "the betrayer of the workers and the friend of capital" before 2000 persons yesterday at a protest meeting of the Trade Union Unity League on the Common.

The demonstration, a reprisal for an A. F. of L. meeting on the Common earlier in the day, was featured by the arrest of Nicholas Peters, 32, of 206 West Fifth street, South Boston, who was led to the LaGrange street station after he had sold labor pamphlets at the Parkman bandstand in violation of park ordinances.

The only other arrest was that of a drunk whom Capt. Jeremiah Gallivan removed when he interfered with the meeting.

Fred Biedenhart of New York, who was arrested on the Common a week ago during the Sacco-Vanzetti meeting, was the principal speaker. He termed the labor meeting earlier in the day as a plan to chloroform the protest of militant workers. Other speakers were Albert Richman of New York, Max Lerner, candidate for state senator from Worcester, and Samuel Winn of Boston, chairman of the meeting.

Repeal of Dry Law Is Urged as Antidote

Unemployment as a menace to orderly government and repeal of prohibition as one method toward solution of the employment problem, were emphasized by speakers at the 51st annual Labor Day exercises, held yesterday under auspices of the Boston Central Labor Union at the Parkman bandstand on the Common.

Inclement weather prevented many from attending the exercises but despite the rain and fog more than 2,500 gathered to honor the American worker and the ideals he represents.

Threats of a "red" demonstration for Sacco and Vanzetti before the meeting caused an extra detail of police to be assigned to the Common, but it failed to materialize and their services were not required.

CURLEY IS SPEAKER

Speakers at the meeting were Mayor Curley, Nathan Sidd, president of the Boston Central Labor Union; John J. Kearney, vice-president of the Hotel & Restaurant Employees' Union; P. Harry Jennings, organizer of the Teamsters'

City's First Real Test of New Traffic Rules

Parking "hogs" and other traffic rule violators—watch out in Boston now! Today will bring the first real test of the city's new motor traffic regulations which have been fitted with the longest and sharpest teeth that ever bit into the traffic problem in this city.

Motorists who violate the parking and other regulations will face not only vigorous prosecution but will also give themselves black marks which, if repeated, will lead to more serious results and eventually to loss of registrations.

FIRST FULL TEST

Today will also furnish the first full business-day test of the alternate parking innovation devised by Mayor Curley. By this plan parking will be allowed on one side of 21 designated streets from 1 a. m. to 1 p. m. and on the other side of these streets from 1 p. m. to 1 a. m. This is to facilitate the inward flow of traffic during the morning hours and the outward flow in the home-going hours.

The longest and sharpest tooth in the new system is the three-part tag used against parking violators. One part of the tag will be put on the offending car. The second part will go to one of the two traffic divisions. The third part will be sent to Deputy Police Superintendent Goode to be filed with the bureau of traffic.

GETS PERMANENT RECORD

In this way offenders will be on permanent record. When John Smith has been on the carpet for illegal parking the second day of the month and is "in again" for another violation three weeks, or three months, later, he cannot shout "My first offence"—and get away with it. His first offence will be right on record against him.

First offenders will be warned after being tagged. Second offenders will go to court unless they can show reasonable excuse. Third offenders will get a court summons anyway. Fourth offenders will go to court and also have to show Motor Registrar Parker why their registrations should not be suspended or even revoked.

Fines for traffic violation will run along a scale up to \$50, according to the gravity of the case.

Coupled with this three-way tagging plan is a determination of Police Commissioner Eugene C. Hultman and his traffic commission as sociates to do away with the "fix in" evil, by which many motorists have been able to avoid court appearances after they have been tagged.

Union; John E. Frey of the American Federation of Labor, Margaret I. Connolly, president of the Telephone Operators' Union, and James T. Moriarty, of the State Federation of Labor.

John J. English, vice-president of the Teamsters and Chauffeurs Union, was master of ceremonies and music was by the band of the 101st Infantry Veterans.

Mayor Curley declared that organized labor had stood as a bulwark against the greed and brutality of power and "plunder-fattening on women, children and men sweated in industry."

"It has combated corrupt legislatures, venal judges and on many occasions has not hesitated to face gunmen, police and military authorities in defense of principle.

"Various reasons have been assigned for present day depression but the fact remains that the condition of the unemployed constitutes a menace to the continuance of orderly government and correctional methods should be speedily applied. The present and future of America are linked in an equitable solution of this all-important problem."

HERALD 9/2/30

FOR THE GOVERNOR?

"Liquor is still a large factor in these tragedies," says Registrar Parker in reference to the motor casualties of last week, and he recommends "more strict enforcement of the law by the police, by our courts and by all others in authority." The evil of drunken driving is great, is becoming greater and does not seem to be affected by the dreadful consequences. Gov. Allen, Mayor Curley, Police Commissioner Hultman, Registrar Parker, Capt. Beaupre, Gen. Foote, Chief Justices Hall and Bolster of the superior and criminal courts, and the private citizens who are doing what they can to make the roads safe might very well come together under the leadership of the Governor and give the matter careful attention.

The death toll in Massachusetts last month was 100. About 1175 licenses and registrations were suspended and revoked last week, and action was taken in 112 of these cases because of driving after drinking. In addition, 109 persons were convicted of operating while under the influence of liquor. Here is a desperate situation which reflects on the state as a whole and calls for immediate consideration and prompt action.

Curley Urges Buying Now to End Depression

**Suggests That Each Worker
Spend \$20 for Household
or Personal Needs**

Mayor Curley addressed representatives of the labor movement at a luncheon in the Hotel Bradford after the Boston Central Labor Union's annual Labor Day mass meeting on the Common, advising immediate buying of personal and household goods as an important step to improve business.

At the earlier exercises the mayor declared that it was a strange anomaly that substantially every progressive measure on the Federal or State statutes can be traced to the toiler and not to the home of culture or wealth.

The exercises on the Common were broadcast over Station WNAC and drew a large crowd that braved the rain to participate in the program. Speakers in addition to Mayor Curley were John P. Frey, secretary-treasurer of the metal trades department of the American Federation of Labor; P. Harry Jennings, New England organizer for the teamsters' unions; Nathan Sidd, president of the Boston Central Labor Union; John F. English, secretary of Coal Teamsters' Union 68; John J. Kearney, business agent of Walters' Union 34, and Miss Margaret I. Connolly, Boston Telephone Operators' Union.

Speaking on "Trade Unionism and Sound Economics," Mr. Frey said that primarily the labor movement aims to establish "industrial liberty of the same quality, substance and character as the political and religious liberty which is guaranteed to us as American citizens. This is the right of men to participate in determining the conditions under which they shall live and work. A measure of industrial liberty has been established, but much of the substance is still denied."

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President Sidd declared that labor was looking with faith toward the future in the hope that business depression has turned the corner. He touched on labor's accomplishments in the past and outlined some of its aims for the future.

Mr. Kearney launched an attack on the so-called reformers whom he charged with being responsible for the Volstead Act and declared that its repeal would give immediate employment to 2,000,000 workers in the nation and at least 50,000 in Massachusetts.

Speakers at the luncheon included Mayor Curley, John P. Frey, John F. English, Michael J. Flynn and John J. Kearney. Mayor Curley, the principal speaker and host, said in part:

"Out of the tears that have come to America as a consequence of the failure to adopt a reasonable and sane economic

policy, the probability is that public attention will be so focussed on the question of establishing a future economic policy in America that not only we will witness an organization which favors a reduction in the hours of labor, but in the reduction of the number of working days in each week without a corresponding reduction in the wages of the workers of America.

"After all, the real buying market for America in the future is not Europe, where the ferocity of competition for actual existence, life itself, is such today that coupled with the 1700 odd American branch concerns located in Europe, conducting their enterprises along lines of mass production, they bring America in export trade back to identically the same position she held twenty-five or thirty years ago when the only commodities exported were the raw materials.

"We have restricted immigration, we have shut out a prospective consuming force from the rest of the world. Being shut in in their home countries, they produce materials at starvation wages, in competition with the production of the workers in America who are paid an American wage, and thus the product of the women and the children sweated in industry, and the product of convict labor is in competition with American labor and American wages.

"I am inclined to believe that before this year is terminated you will find this singular condition existing in America—you will find the wealthy capitalist, the educator, the leaders of religious thought, the representatives of every faith in America joining hands with organized labor in the development of an economic program which will make for stability, for security, for serenity, that will make for a worth-while future for the United States of America."

The mayor expressed the hope that by December many hundreds of men will find work on the proposed East Boston tunnel and other projects still in the "blue print" stage.

He declared that he believed that President Hoover was sincere when he called for co-operation on the part of the large employers of America, but expressed a doubt of their sincerity with the President. He declared that he didn't think the President intended to deceive the American people in reference to Federal relief for unemployment in announcing that the Congress of the United States would provide a \$520,000,000 construction program, but the facts, he said, disclosed that instead of being used in the present emergency it is to be spread over a period of ten years. He declared that scattered over a period of ten years it virtually means nothing.

Curley Presents Cup to Boardman

Russell Boardman, who is planning a transoceanic flight to Dublin, Ireland, and return, called on Mayor Curley today accompanied by Captain Paul Hines, and was presented with a silver cup in recognition of his journey and given a letter to President Cosgrave of the Irish Free State, in which the mayor renews his invitation to the president to visit Boston for the Tercentenary celebration. The mayor wished the aviator every success and told him he had a strong feeling that he would reach Dublin and return to Boston without mishap.

Campaign "Labor Forum" to Be Held Civic League Plans "Show- down" on Indorsements in Senate Race

A "labor forum," at which there will be a "complete showdown" with relations to the indorsement of or opposition to candidacies in the present United States Senate primary campaigns, will be held at Faneuil Hall at eight o'clock Saturday night. The forum will be conducted by the Liberal Civic League, Inc., which was instrumental in bringing about an investigation by the American Federation of Labor of its charges that certain union labor men of this State are on the "Butler payroll" in the campaign of William M. Butler for the Republican nomination for senator.

In announcing the forum, general counsel Conrad Crooker of the league stated that all Senate candidacies, both Republican and Democratic, will be invited to address the meeting.

William H. Mitchell, chairman of the league and author of the telegram to President William Green of the American Federation of Labor which brought about the Federation's investigation of the charges of activity by labor men in behalf of the Butler candidacy, will preside at the meeting. The present plan is for Mr. Crooker to present at least an analysis of the information upon which the league's charges were based and the labor men involved will have an opportunity to state their position, if they desire.

In reply to criticism directed against the League by certain labor men, Mr. Crooker stated that the League's action was in no way a reflection on labor or the fundamentals of the labor movement, but rather intended as a "war on anybody who endeavors to trade on his position as a labor man to further or to oppose any candidacy for public office."

When application was first made for use of Faneuil Hall, the League was informed that it would not be available because of a rule put into effect recently that the hall should not be used for meetings until after Oct. 11, in order to give Tercentenary visitors an opportunity to visit the historic building at any time during the day or night. Mr. Crooker immediately appealed to Mayor Curley and the rule was lifted for Saturday night.

The Massachusetts Federation of Labor today issued its official information on the

labor records of the various candidates, Republican and Democratic, for United States senator, governor and lieutenant governor. In no instance does the Federation express indorsement or opposition to any of the candidates, though its comment on the records of the Democratic candidates is generally favorable. With relation to the Republican candidates, the Federation lists a record of votes declared unfavorable to labor, or cites that their position in elective office never gave them an opportunity to vote in labor measures.

Airport Celebration Offers Public a Real Chance to Learn About Aviation

By Franklin Jordan

EVERY day is visitor's day at the Boston Municipal Airport but next Friday, Saturday and Sunday the special Tercentenary program that has been arranged offers a good chance for the unacquainted public to learn about aviation and at the same time be entertained with a good lively show. Not only is the public invited to witness the show but dollar hops and reduced rates on short air trips will enable them to take a part in it, to feel the thrill for themselves of looking down on the Tercentenary city.

As planned, the program will give the unacquainted visitor a small course in aviation. Arriving by subway and street car, by special airport bus or by his own car, which he can leave in the large parking space, the visitor will find hangars, shops and ships all labeled and ready for his inspection. Nor will it be a holiday inspection, either, for business will go on as usual. During the celebration the all-day visitor will have a chance to see scores of passengers climb into planes and depart for New York, Philadelphia, Washington, Atlantic City, Hyannis, Martha's Vineyard, Nantucket, White Mountains, Springfield and Albany. Available is a restaurant and a refreshment stand, while benches are about for those watching the varied events. Overhead, the Blimp Mayflower will sail lazily by, while early Friday morning the sleek transatlantic plane of Russell Boardman will be seen on the field, having its final grooming before the take-off.

Things to See

On top of the Administration Building the visitor will see the huge one million, eight hundred thousand candle-power revolving beacon, which nightly sends out its rays visible thirty-five miles away. Beside it is the illuminated wind-direction indicator, which turns in the faintest breeze. In the evening, if the clouds are low he will see the ceiling projector spotting the clouds at three thousand feet. Inside the building, he will find a comfortable and well appointed waiting room, a consolidated ticket office, telegraph offices and on the second floor a complete weather bureau.

In a little radio station beside the Administration Building the visitor will see the radio beam which guides planes four hundred miles at sea as they catapult off European steamers and speed the mail toward Boston. Nearby are the service shops of Curtiss-Wright and behind them the Army hangars. Last on that line are the tin hangars of the National Guard, which despite their dilapidated appearance shelter well-kept expensive ships, Curtiss Falcons, Douglas's, P-1 and O-11s.

On the other side of the Administration Building is the main building of Curtiss-Wright. Inside, Harry Copland, the manager, has arranged for a display of twenty-eight scale models, showing all types of ships and all labeled so that the visitor can see for himself how they differ. Curtiss-Wright has nearly as many actual ships as the models with fledgling, training ships; Robins, Moths, a Ford, Cessna's, a Thrush, a Command Air, a Travel Air, an Ireland amphibian and a Stinson in its hangars. All these

will be displayed and one, well labeled will be put out in front of the building.

On Down the Line

At Skyways, the next hangar, Kitty-hawks, Stearman's, Moths and Bellancas will be displayed, while the East Coast Aircraft Corporation will display many ships in the Curtiss-Wright group and in addition will show their Keystone Commuter, amphibian. Colonial, last of the hangars house the huge trimotor Fords and Sikorskys, the transport amphibians. Here, too, may be seen the little High-wing Davis of the Aeronautical Corporation of New England.

Looking out across the field the visitor will see steamshovels at work extending the airport, making the latest fill, which will give Boston an "AIA" rating. Beyond he will see bulkheads marking the limits of the property leased from the State and beyond Governor's Island, which Mayor Curley plans to level and use for a student flying field and mooring mast when it is obtained from the War Department. On the far side is Wood Island, marking the extreme width of expansion. For the events themselves, listed in the program printed on this page, the visitor will be given a program by the city which was worked out by Theodore G. Holcombe, manager of the aviation bureau of the Boston Chamber of Commerce.

Captain Albert L. Edson, superintendent and chairman of the sub-committee of the Tercentenary, has worked out the program in co-operation with operators at the field. He has been assisted by Captain Hilding N. Carlson, vice chairman, who has handled the detail of preparing for the races. Captain Edson has obtained the sanction of the Department of Commerce for the celebration, and all safety rules will be observed. Captain Christopher Ford of the Army and Major Louis E. Boutwell of the National Guard have arranged for the military display. George Hamblin, aviation editor of the Boston American, will announce through the Public Address system.

Races and Prizes

All pylons of the races will be in sight from the airport and the triangular course will be from a Northeast bulkhead of the airport, to Apple Island to the Water Tank at Winthrop. Cash prizes and trophies add just enough to make the race worthwhile. Prizes will also be given for the best hangar displays.

In addition to the regular joy hops Curtiss-Wright will offer a special land and water trip in its amphibian. Taking off from the airport a circle of the city will be made, the plane will land in the harbor and then return to the airport. Special trips over historic places will also be available as a Tercentenary feature. These special and reduced rate hops are the real feature of the celebration, for they give the layman his real opportunity to become acquainted with aviation in the only way that really counts, and that, by flying.

This is an opportune time for Mayor Curley to have his first flight. Mayor Curley has done much for the airport, but he could do as much again by taking one five-minute hop and thus showing Boston and the world that he practices what he preaches. And there is no doubt that he would exclaim as did the mayor of St. Louis, who recently had his first flight, "I have just had the greatest ride of my life." As it is now he is like the lunchroom worker who remarked, "Yeh, I work here, but I don't eat here."

However, without the mayor it will be a worthwhile celebration. Don't miss it. It is a municipal field and admission is free.

Tribune May Stay for City Exercises

There is a possibility that the Tercentenary Tribune erected by the Commonwealth on the Charles street mall of the Common, may remain during the present city administration, to be used for outdoor public exercises. The building was erected at a cost of \$15,000 and dedicated at the anniversary exercises on July 15. The following day it was relinquished by the State Commission for the City of Boston exercises which have been held for the last five weeks. The mayor is impressed with the possibilities there for out-of-door entertainments and Herbert Parker, chairman of the Massachusetts Bay Colony Tercentenary Commission, has informed the mayor that there are no reservations on the use of the property, so far as the State is concerned.

Curley Acts on His Prosperity Advice

Though he did not need additional shirts and neckties, Mayor Curley visited a haberdasher this morning and made purchases slightly exceeding \$20, thus taking his own prosperity advice seriously. He had told the labor representatives yesterday that if every citizen should buy \$20 worth of personal or household needs immediately the mills and factories would start running and good times would return.

GTLOBE 9/2/30

MAYOR CURLEY GIVES CUP TO BOARDMAN

Wishes Him Luck on His Flight to Europe

Russell Boardman, the flyer who proposes to fly from Boston to Europe and return, starting some time after Friday, called on Mayor Curley today, accompanied by Capt Paul Canty.

Mayor Curley wished him luck, gave him a letter to President Cosgrave of the Irish Republic, and a silver cup. The latter will be engraved as follows: "Presented to Russell Boardman by James M. Curley, Mayor of Boston, for the City of Boston, with sincere wishes for his successful overseas flight to Dublin, Ireland, and return."



MAYOR CURLEY
Mayor Curley paid tribute to Russell Boardman, Boston flier planning a flight to Europe in the interests of the American Legion convention, when he presented him with a loving cup on which was engraved the best wishes of the mayor for the flight overseas. (Staff photo.)

RUSSELL BOARDMAN

CUP PRESENTED TO OCEAN FLIER

A loving cup, engraved with his best wishes, was presented today at City Hall by Mayor Curley to Russell Boardman, who will hop within the next few days for Europe on an American Legion good-will flight.

On the cup presented to Boardman was engraved:

"Presented to Russell Boardman by Mayor James M. Curley, for the citizens of Boston, with sincere best wishes for his successful overseas flight to Dublin, Ireland, and return."

The Mayor also gave Boardman a letter to President William T. Cosgrave of the Irish Free State.

CURLEY SPENDS \$30 PRACTICING HIS PREACHING

Mayor, Wanting Everybody to Help Bring Back Prosperity, Sets an Example

PICTURE ON PAGE 14

Practicing what he preached, Mayor Curley, who yesterday urged everybody in the city who could afford it to spend \$20 for household or personal needs as a prosperity measure, went out today to spend his share.

"The low prices were so attractive that I spent \$30, although I intended to stop at \$20," he said, when he returned to City Hall.

This is what the mayor bought:
Three shirts with soft cuffs, at \$2 each, \$6.

Three shirts with stiff cuffs, at \$4 each, \$12.

Six black ties, at \$2 each, \$12.
Grand total, \$30.

"This is the surest and best way to bring back prosperity," he said, reiterating his remarks at Labor Day exercises at which he was the principal speaker.

He told 200 labor leaders at the Hotel Bradford:

"If every person who is working in America would shed the psychology of fear and start a buying movement and spend \$20 for household needs or for personal needs, we would have prosperity overnight."

Labor Indorses Curley Plan for Buying

Mayor Curley's plan for every person with a job to spend \$20 for personal or household needs, voiced yesterday in his Labor Day speech, was heartily indorsed today in labor circles throughout Greater Boston.

The consensus of opinion was that just some such experiment was required to stimulate business, restore public confidence and wipe out a depression that is largely built on fear. The Curley remedy was termed timely, far-sighted and practical.

Miss Margaret I. Connolly, treasurer of Central Labor Union and president of Boston Telephone Operators Union, with a membership of hundreds of young women, said:

TOO MUCH CAUTION

"No one can dispute the fact that the tendency of the day is not to buy, or at least to buy no more than is absolutely necessary. This has had a stagnating effect. It appears to be largely due to apprehension, though unemployment is the primary cause.

"I can see it among my young women friends and fellow employees. But as Mayor Curley pointed out, caution may be carried too far in this respect. It may act as a boomerang and cripple industry and prosperity.

"That is why I think Mayor Curley struck a high and timely note when he suggested his buying plan at the Labor Day exercises on Boston Common. It was an appropriate time and place.

SET MARKETS MOVING

"If there is no better way why not let wage-earners furnish their own relief by adopting such a plan as the Mayor suggested. Get the markets moving by increasing shopping and snapping up merchandise, and manufacturers will have to make more and the

stores will have to employ more help.

"Undue caution reacts on the persons too timid to buy and help out. What we need is a restored public confidence."

P. Henry Jennings, New England organizer of the Teamsters' and Chauffeurs' Union, with a membership of between 15,000 and 18,000, said:

LIKES MAYOR'S PLAN

"I like Mayor Curley's plan. It sounded practical and it certainly is timely. Something of the sort ought to be done.

"Unemployment has scared most people. When they see fellow workmen dropped they wonder if they will be the next.

Michael J. O'Donnell, business agent for the Teamsters' & Chauffeurs' Union with 16 locals hereabout, said.

"I think Mayor Curley's buying movement an excellent idea. It is sane and can be worked out by everyone doing his bit. It seems the shortest cut to more jobs."

M. D. Liming, secretary of the Boston Chamber of Commerce, said:

"It is a grave mistake for the consuming public, because of unjustified fear of the future, unduly to defer purchasing their ordinary requirements.

"If people would order now the things they need or will need during the next few months a great step toward the restoration of general prosperity would be taken. Tens of thousands of people would find employment."

The Shopper



SETTING AN EXAMPLE for all Boston to follow, Mayor Curley went shopping today and, in line with his Labor Day address that urged

one who can afford to do so spend \$20 in a drive to return prosperity, he spent \$30 for the articles he holds—shirts and ties.

CURLEY URGES THAT ALL BUY

Mayor's Address Is Feature of Luncheon Following C. L. U. Meeting

A general buying movement by workers would cause a return of prosperity in a week, Mayor Curley declared yesterday in an address to officers and guests of the Boston Central Labor union at a luncheon in the Hotel Bradford after the organization's annual Labor day mass meeting on Boston Common. In effect, the mayor advised immediate buying of personal and household goods as an important step to improve both business and industry.

Practically all holiday programs were carried out yesterday in New England despite the handicap of rain, although the latter kept thousands away from beach resorts, held up the automobiles which congested most of the principal highways and caused many traffic jams.

Attempts by communists to capitalize the workers' holiday fizzled in Boston and elsewhere.

Mayor Curley's address was one of the main features of the Boston celebration.

"If every person working in America would shed the psychology of fear tomorrow and buy \$20 worth of household or personal needs," the mayor declared, "within one week the shelves of every retail establishment in America would be empty, the mills in America would be compelled to start work and over night we would have prosperity."

At the earlier exercises at the Parkman bandstand the mayor declared that it was a strange anomaly that substantially every progressive measure on the federal or state statutes can be traced to the toiler and not to the home of culture or cash. "To organized labor," he declared, "we owe the eight-hour day, Saturday half holiday, workmen's compensation, mothers' aid, and the saving wage."

The exercises on the Common were broadcast over station WNAC and drew a large crowd that braved the rain to participate in the program. Speakers in addition to Mayor Curley were John P. Frey, secretary-treasurer of the metal trades department of the American Federation of Labor; P. Harry Jennings, New England organizer for the teamsters' unions; Nathan Sidd, president of the Boston Central Labor Union; John F. English, secretary of Coal Teamsters' Union 68; John J. Kearney, business agent of Waiters' Union 34, and Miss Margaret I. Connolly, Boston Telephone Operators' Union.

Mr. Frey, whose subject was "Trade Unionism and Sound Economics," said, in part:

Since the first celebration of Labor day the American Federation of Labor has accomplished a revolution in the conditions of employment. Female wage earners no longer work at night, neither are they permitted to do work physically injurious to them, or under conditions unfavorable to their

regulation enforcing sanitary and safeguards has been enacted through studies of occupational diseases, etc., we have secured laws which have saved millions of lives and protected the health of millions of others, but this is a record of past accomplishments. We are concerned with what lies before

us. Primarily we are moved by a determination to establish industrial democracy of the same quality, substance and character as the political religious liberty which is guaranteed to us as American citizens. It is the right of men to participate in determining the conditions which they shall live and

A measure of industrial liberty has been established, but much of the substance is still denied.

Why do many employers deny workers the right to organize, the courts, sitting in equity, have established the judicial theory that wage earners' right to industrial organization is an entirely different matter from the employers' right to the same. With such judicial decisions we are in active opposition.

After all, the real buying market in America in the future is not

one, where the ferocity of competition for actual existence, life itself is such today that coupled

with the 1700 odd American concerns located in Europe

conducting their enterprises in lines of mass production, making America in export trade

to identically the same position she held 25 or 30 years ago when the only commodities exported were the raw materials.

We have restricted immigration, we have shut out a prospective consuming force from the rest of the world. Being shut in in their home countries, they produce materials at starvation wages, in competition with the production of the workers in America who are paid an American wage, and thus the product of the women and the children sweated in industry, and the product of convict labor is in competition with American labor and American wages.

I am inclined to believe that before this year is terminated you will find this singular condition existing in America—you will find the wealthy capitalist, the educator,

Agent Jennings, in stressing the unemployment situation in this country called for a better stabilization of industry and the five-day-week as one

of the direct means for combatting over production. He expressed the belief that organized industry should provide unemployment insurance, regulated by government supervision to avoid the burden of additional taxation.

President Sidd declared that labor was looking with faith toward the fu-

ture in the hope that business depression has turned the corner. He touched on labor's accomplishments in the past and outlined some of its aims for the future.

Mr. Kearney launched an attack on the so-called reformers whom he charged with being responsible for the Volstead act and declared that its repeal would give immediate employment to 2,000,000 workers in the nation and at least 50,000 in Massachusetts.

THE MAYOR'S ADDRESS

Speakers at the luncheon included Mayor Curley, John P. Frey, John F. English, Michael J. Flynn and John J. Kearney. Mayor Curley, the principal speaker and host, said in part:

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the leaders of religious thought, the representatives of every faith in America joining hands with organized labor in the development of an economic program which will make for stability, for security, for serenity, that will make for a worth-while future for the United States of America.

The mayor expressed the hope that December many hundreds of men will find work on the proposed East Boston tunnel and other projects still in the "blue print" stage.

He declared that he believed that President Hoover was sincere when he called for co-operation on the part of the large employers of America, but expressed a doubt of their sincerity with the President. He declared that he didn't think the President intended to deceive the American people in reference to federal relief for unemployment in announcing that the Congress of the United States would provide a \$520,000,000 construction program, but the facts, he said, disclosed that instead of being used in the present emergency it is to be spread over a period of 10 years. He declared that scattered over a period of 10 years it virtually means nothing.

GLOBE 9/3/30

TRANSCRIPT 9/3/30

WELCOME 200 FOREIGN JURISTS HERE THIS WEEK

Bar Association, State, City, Colleges and Museum
Planning Entertainment



RT HON SIR WILLIAM J. BULL, BART

He was chairman of the London Unionist members of Parliament from 1900 to 1929, principal of the Imperial Society of Knights and member of the Council of the Law Society.

P. Hon Sir William J. Bull, Bart, for many years a member of the British Parliament, will speak in Faneuil Hall on Friday, Sept 5, at a luncheon to be given by the Commonwealth of Massachusetts in honor of 200 eminent English, Irish, Scottish and French lawyers and judges, who will visit Boston during the closing days of this week as guests of the Boston Bar Association. With Gov Allen presiding as host on behalf of the Commonwealth and with Mayor Curley also welcoming the distinguished visitors on behalf of the city, Sir William will respond as spokesman for the English delegation.

Replying on behalf of the party from Ireland, Justice Henry Hanna, mem-

ber of the High Court of the Irish Free State, will speak. Maitre Armand Gregoire, an outstanding member of the Paris bar, will represent France. The principal address on behalf of the lawyers of Boston will be made by Ex-Atty Gen Herbert Parker, speaking in his dual capacity as chairman of the Massachusetts Bay Colony Tercentenary Commission and president of the Bar Association of the city of Boston.

Gov Allen will greet the visitors in the Hall of Flags at the State House at 11:30 a m, soon after their arrival on Friday by the Eastern Steamship Company's steamer from New York. From the State House, accompanied by a special committee of local lawyers, the party will proceed to Faneuil Hall. There the Mayo will make a brief address of welcome at 12:30 p m. At 1 p m the State luncheon will be held in the armory of the Ancient and Honorable Artillery Company at Faneuil Hall.

"Welcome Visitor" Tag Now in Use

Police Furnished with Blue
Slips for Use on Offending
Cars from Outside Places

From this date visiting motorists who unwittingly break the parking regulations of the city of Boston will find on their machine a blue tag which is at once a welcome to the city and a polite warning about their misdemeanor. The tags, mentioned some time ago in a general order of Police Commissioner Eugene C. Hultman, were distributed today. They were the suggestion of Mayor Curley, who proposed that during the Tercentenary year, this city follow the example of Atlantic City which uses such a method with visiting motorists. The tag reads as follows:

"Welcome Visitor. This is not a Summons.

"You have inadvertently violated one of our local traffic rules. Realizing the difficulty of conforming to the different traffic regulations in different cities, in this first instance, as a welcome stranger — You Are Excused. We want your stay in Boston to be as free from unpleasantness as possible. Traffic regulations, however, have been found necessary in the public interest. We want to help you and ask you to help us. Please be careful in the future. When in doubt, inquire. Boston extends to you a cordial greeting and hopes you will return early and often. Do not hesitate to make inquiries of our officers. Eugene C. Hultman, Police Commissioner."

Greeters Honor Manger's Manager

It was a royal welcome home to George L. Bowles, a Boston man, which Colonial Charter 55, Hotel Greeters of America, extended at the Hotel Manger last evening. Mr. Bowles is the manager of the new hotel and one of the most popular hotel men of New England.

Leading hotel executives were among the 400 present at the testimonial dinner, besides representatives of the supply houses and personal friends.

Traffic Commissioner Joseph A. Conry, who represented Mayor Curley, was toastmaster. He said the occasion was the opening of a new and greater season in Boston and that tourists will find in the new hotel an institution which compares favorably with the best hotels in America.

Other speakers were Charles C. White, president of the Manger chain; Bradbury F. Cushing of the Hotel Statler; Charles H. Brown, president of the Massachusetts Hotel Association; Arthur L. Race, president of the Boston Hotel Association, and Fred Folger.

After receiving the welcome of the speakers, Mr. Bowles expressed his thanks. He received his early training in the hotel business in this city. On going to New York he became affiliated with the Manger chain and now returns to his home city as the manager of its newest hotel.

R. W. Seymour headed the committee in charge of the dinner. He was assisted by George E. Clark, Edgar F. Stoddard, Alf DeBall and J. Edward Downes.

RECORD 9/3/30

HERALD 9/3/30

Mayor Honors Legion Transocean Flier



(Daily Record Photo)

Mayor James M. Curley, left, shown yesterday at City Hall as he presented a loving cup to Russell N. Boardman, American Legion aviator, who is to hop from Boston soon on a proposed 'round-trip flight to Ireland. The national convention of the Legion is sponsoring the flight.

HERALD 9/3/30

Boardman Gets Customs Clearance For Round-Trip Flight to Europe

Russell N. Boardman, who will hop from Boston airport Friday on a round-trip flight to Europe, was given clearance papers yesterday at the custom house and received a letter from Mayor Curley to be delivered to President Cosgrave of the Irish Free State.

While Boardman was busy ironing out final details of the flight mechanics were installing navigation equipment in his Bellanca plane at the Boston airport.

Clearance papers issued to Boardman read: "Monoplane NR-761-W. Destina-

tion, Dublin." The papers are similar to those given outbound transatlantic ships.

In his letter to President Cosgrave the mayor of Boston renewed the invitation he sent the Irish President to visit Boston during its tercentenary week.

Boardman has not yet announced who his co-pilot will be. As he is a good navigator it is possible that he may fly alone. His real need, aviators point out, is a radio operator. Radio equipment has not yet been installed in the plane.

BOSTON MAY RETAIN TRIBUNE ON COMMON

The possibility that the tribune on the common, erected by the state tercentenary commission for the July 15 celebration may be permanently retained by the city was intimated yesterday by Mayor Curley.

Chairman Herbert Parker of the state commission informed the mayor that the city can make any satisfactory disposition of the tribune. It is

the mayor's plan to allow the structure to remain through the remainder of the year and in the meantime he will determine its final disposition.

Because of the popularity of the tercentenary events which have been held at the tribune during the past six weeks, Mayor Curley has been impressed with the advantages of a structure on the common which can be utilized for outdoor presentations and it may be that the tribune will be permanently retained.

HONOR MANAGER OF HOTEL MANGER

400 Prominent Citizens at Testimonial Dinner

Manager George Lincoln Bowles of the new \$3,000,000 Hotel Manger was tendered a welcome home-coming and testimonial dinner by 400 prominent men and women of Greater Boston at the hostelry last night with Traffic Commissioner Joseph A. Conry, representing the mayor, presiding as toastmaster.

The speakers included Mr. Conry, President Charles C. White, president of the Manger chain; Bradbury F. Cushing, Charles Brown, Arthur L. Race, Frederick Folger and Mr. Bowles. The event, which was one of the most successful ever given in the city, was held under the auspices of the Greeters. A basket of flowers was presented to Mrs. Bowles, wife of the manager, and a purse of gold to the guest of honor. Telegrams from all parts of the country and other congratulatory messages were received by Mr. Bowles, who in a brief speech said he was greatly appreciative of the warmth of the welcome and asked all to consider that the Manger is their second Boston home.

"Do not be afraid of spending money," said Mr. Conry, his declaration bringing applause from the Greeters and the many prominent personages. Further Mr. Conry said:

"There are seasons in business precisely as on the calendar. This is the opening of a new and greater season in Boston. The great tourist traffic from the states to the north of us pouring into Boston will find the Manger Hotel an institution that will compare favorably with the best hotels in America."

He praised Mayor Curley for starting a prosperity boom in Boston and for his energy in bringing about a successful tercentenary observance of the Massachusetts Bay Colony.

As soon as Mayor Curley was informed of the French fliers' safe arrival in New York he wired congratulations and an invitation to Coste and Bellonte to visit Boston during tercentenary week.

The invitation reads:

Kindly accept my salutation and greeting in your marvellous western flight. I extend you a most sincere and heartfelt invitation to be guests of the city of Boston during the week of Sept. 14-20 when we shall celebrate by a brilliant program, the tercentenary of our city.

POST 9/3/30

Mayor Sets Example by Making Some Purchases



MAYOR CURLEY TAKES HIS OWN ADVICE

The Mayor with \$30 worth of clothing he bought yesterday, after advising citizens to spend that amount in order to aid prosperity.

As an example to the wage-earners of the nation, Mayor Curley yesterday stepped into a School-street haberdashery near City Hall and bought six white shirts and six black ties for \$30, insisting that the jobless would soon return to the mills and factories if everyone who could afford it, would spend \$20

this week in a purchasing campaign.

The Mayor had expected to spend \$20 himself but found that mourning clothes come higher. The six black ties were \$2 each. The three white stiff-cuffed shirts were \$4 each, and the three white shirts with soft cuffs were \$2 each, making \$10 more than he anticipated spending to start the buying campaign.

GLOBE 9/3/30

CURLEY INVITES FLYERS TO TERCENTENARY FETE

Mayor Curley addressed a congratulatory message to Coste and Bellonte last evening, inviting them to visit Boston.

The message read: "Kindly accept my salutation and greeting in your marvellous western flight. I extend you a most sincere and heartfelt invitation to be guests of the city of Boston during the week of Sept 14-20, when we shall celebrate by a brilliant program the Tercentenary of our city."

Later Col Carroll J. Swan, president of the 1930 American Legion National Convention Corporation, sent a telegram to Coste and Bellonte, inviting them to the Legion convention here, Oct 6-9.

GLOBE 9/3/30

BOARDMAN GIVEN CUP BY MAYOR

Gets Clearance Papers at Custom House

Harbor Grace to Be First Stop on Flight to Europe

Russell Boardman, young aviator whose proposed transatlantic flight to Ireland is scheduled to take place from the Boston Airport on Friday, visited Mayor Curley at the City Hall yesterday and was given His Honor's best wishes for success. Boardman was accompanied by Capt Paul Canty.

Earlier in the day Boardman was granted clearance papers at the Custom House for his monoplane, the N. R. 761W. The document is similar to the clearance papers for a vessel. Boardman said he expected to leave the East Boston Airport on Friday and would stop at Harbor Grace, N. F. for refuelling and to obtain weather reports before hopping off for the Baldonell Airdome, outside Dublin, Ire.

When at the City Hall Boardman was presented with a letter to President Cosgrove of the Irish Republic by the Mayor. He was also given a cup on which will be engraved: "Presented to Russell Boardman by James M. Curley, Mayor of Boston, for the city of Boston, with sincere wishes for his successful overseas flight to Dublin, Ire. and return."

AMERICAN 9/3/30

Buying Now, and Jobs

One Cure for Unemployment

Mayor Curley said in his Labor Day address that if every working person would spend \$20 at once for the things he needs for himself, his family or his home it would empty the shelves of our retail stores, start the mills and factories humming, provide jobs for all.

Some time ago, the Boston Evening American put the same thought into the suggestion that a sane spending of \$5 a week by those with jobs, would insure a continuance of those jobs, and at the same time would end unemployment.

Another speaker said elsewhere that with the opening of the schools, which will release 28,000,000 primary and college students and a million teachers from their vacations, a new volume of purchasing power will be unleashed.

Both observations were thoughtful and encouraging.

We must get it into our heads that we are a family of people, mutually dependent upon each other. No one group can be continuously and permanently prosperous while any other group languishes. Goods are cheap now, many rare bargains are to be had.

Steady jobs and good wages are the essentials to good times for all. We are kept in our jobs because other people buy the products of our labors. When we stint in our purchases of their products, they lose their jobs and, in turn, their ability to buy from us.

If we have none of the social instinct in us, at least we should have the good sense and business intelligence to protect ourselves. We can never buy goods more cheaply than now; we could never have a better appreciation of the idea of patronizing our neighbor because it is patronizing ourselves in the last analysis.

The great mass of our people constitutes the great purchasing power. It is they who by their initiative and common sense must raise themselves back to prosperous times while alleged financial leaders view the scenes with fear and trembling.

POST 9/3/30

CURLEY TITLE TENNIS OPENS

Many Defaults in Opening Round

The annual Franklin Park Tennis Club tournament for the Mayor James M. Curley trophy started yesterday at Franklin Field, where throughout the week there will be competition in singles, doubles and perhaps mixed doubles. The finals are expected on Sunday. The doubles will start Thursday. The Palfrey sisters will give an exhibition on Sunday.

There were plenty of defaults, especially where the seeded players were to be met. Don Martin, seeded first and winner last year, won his first round on default and beat G. Gloss in all but

two games of the second set. N. Drake, seeded seventh, beat M. Brown, 6-2, 6-1, in the first round, and A. Gotshall, seeded fifth, beat A. Soroka two love sets.

Walter Levitan, who holds a leg on the trophy, won on default. He is seeded second. M. Weisberg, seeded third, L. Allen, seeded fourth, and R. Baker seeded sixth, all won on default.

The summary:

FIRST ROUND

S. Cohen beat M. Hershman, 8-6, 6-4; J. Coxetter beat S. Carr, 8-6, 6-4; E. Murphy beat O. J. Harris, 6-0, 6-1; B. Finn beat Mr. Fox, 6-3, 6-2; A. Gotshall beat A. Soroka, 6-0, 6-0; M. Rubin beat L. Faure, 6-2, 6-1; M. Sylvester beat J. Shulman, 6-0, 6-1; M. Brilliant beat C. French, 7-5, 6-4; F. M. Broughton beat M. Jenett, 6-0, 6-2; S. Rodman beat H. Tanzer, 6-0, 6-2; K. Williams beat Hough, 6-1, 6-1; H. Allen beat C. Sandus, 6-0, 6-1; W. H. Powell beat Wesalo, 6-2, 6-4; P. Lakin beat M. Danker, 6-2, 6-3; S. Smith beat B. Raffel, 6-1, 6-1; W. Drake beat M. Brown, 6-2, 6-1; G. Soroka beat S. Mayford, 6-3, 3-6, 6-4; W. Dermody beat G. Jerrell, 8-2, 7-5; J. Lewis beat W. Slavin, 6-1, 6-2; S. Young beat B. Levenson, 6-1, 6-2.

SECOND ROUND

Don Martin beat G. Gloss, 6-2, 6-0.

AMERICAN 9/3/30

MAYOR WISHES BOARDMAN LUCK

Best wishes of the city were presented Russell Boardman, who plans to take off from Boston Airport Friday on a transatlantic flight, when he called on Mayor Curley yesterday.

Boardman was accompanied by Capt. Paul Canty.

Boardman has been granted clearance papers at the Custom House for his monoplane, the N. R. 761W. The document is similar to the clearance papers for a vessel. Boardman said he expected to leave the Boston Airport on Friday and would stop at Harbor Grace, Newfoundland, for refueling and to obtain weather reports before hopping off for the Baldonell Airdrome, outside Dublin, Ire.

When at the City Hall Boardman was presented with a letter to President Cosgrove of the Irish Republic by the mayor. He was also given a cup on which will be engraved: "Presented to Russell Boardman by James M. Curley, Mayor of Boston, for the city of Boston, with sincere wishes for his successful overseas flight to Dublin, Ire., and return."

GLOBE 9/3/30

MAYOR CURLEY ACTS ON THEORIES, SPENDS \$29 FOR SHIRTS, TIES

Mayor Curley, practicing what he preaches, yesterday spent \$29 for six shirts and six ties in a haberdashery near City Hall.

At a Labor Day luncheon he called upon the public to spend instead of hoard and declared that the purchasing would help deplete merchandise stocks, which in the replacement would result in employment and production.

Boston Girls Clamor for New Contest for Prize

RUNNER-UP WILLING TO MEET ALL COMERS

But Bars Vollman as Official Picker of Beauty

The most bitter row which has developed in City Hall in years, exceeding political controversy and even the fight which developed over the exclusion of blondes from the "Miss Boston" contest, broke with fury yesterday over the selection of the typical Irish girl, "Maid of Erin," who will ride on the Irish float in the big Boston Day parade, Sept. 17.

One battle followed another in the hectic day, and no satisfactory solution was in sight last night.

It started with the howl of protest which arose over the selection on Tuesday of Miss Alice K. Malone, 18, of 51 Putnam street, Quincy, as the winner of the honor. After the telephones had been burning with angry protests from Boston girls, all of them claiming that a Quincy girl had no right to the honor, J. Philip O'Connell, director of public celebrations, disqualified her.

He neglected to state, however, who would be given the title. While friends of the second place winner in the Tuesday contest, Miss Ruth J. Sennott, 21, of 78 Forest Hills street, Jamaica Plain, were claiming that she automatically wins the title, a big storm was brewing in Quincy.

Miss Malone to Fight

Miss Malone announced that she intended to "show her Irish" and fight for her rights. She was ably backed up by Mayor Thomas M. McGrath, and other prominent figures in the Granite City, all of whom issued fiery statements, charging the Boston officials with unfairness.

Then, while the claims of the friends of Miss Sennott were being considered by Boston officials, the other girls who had competed started a row and claimed that they should be given another chance. Disqualification of Miss Malone, they claimed, made it necessary to have an entirely new contest.

Miss Sennott then stepped to the front and announced that, although she really had won the honor of being the first Boston girl chosen, she is willing to compete again in another contest. But, she specified, not with the sole judge of the affair, A. L. Vollman, promoter of the parade and pageant celebration.

Irish Societies Step In

She said she will defend her title against all comers, providing that a committee would be the judges. She suggested a group of newspaper reporters be the judges. She said she had confidence in the fairness of the newspaper men and was satisfied that they would make an unbiased selection.

Then came the biggest battle of all when leaders of the Irish societies in Boston, wrathful at the entire affair, stepped in and said that it really is not a regular Irish matter at all because the organized Irish societies of Boston have no part in the float, either by representation on it or by selecting the beauty who will be the "Maid of Erin."

A. L. Vollman, they claimed, is no Irishman and is not qualified to judge a typical Irish girl. If they really want an Irish type selected, the leaders asked, who is better qualified to make the selection than a committee of prominent Irish-American citizens?

Mayor Won't Interfere

Mayor Curley, when he heard about the row, insisted that the matter is one which is being handled by the tercentenary officials he appointed and he said he will not interfere. He said firmly that he is not the one to pick the "Maid of Erin" and he declared that he will not enter the fight in any way.

Just how the whole thing will be settled to the satisfaction of all concerned was still the big problem last night. The big scrap is expected to grow even more complicated when the officials get together at City Hall this morning.

While photographers and movie camera men were taking more pictures of Miss Malone on the first and only day of her wearing the crown, the news came from the Boston officials. Miss Malone declined to quit without a fight and asserted that she won the title and intends to keep it. She will battle for her rights, she declared in no uncertain times.

Mayor McGrath Has His Say

Mayor McGrath heard about it and he at once telephoned to her to express his disapproval of the Boston officials' action. Last night he issued a statement in which he said, "We are all disappointed for we were very proud of this little girl."

"They allowed her to enter this contest well knowing that she was not a resident of Boston. She did not hide the fact that she lives in Quincy. She was proud of it. After she had outdistanced all other competitors they now eliminate her because she lives on the south side of the Neponset River. It is hardly fair. Something should be done about it."

The news flashed through Quincy and soon hundreds of persons knew that the 18-year-old Quincy High school senior had been disqualified.

Burgess Charges Politics

Representative Arthur I. Burgess declared: "I feel that all the citizens of Quincy join with me in resenting the politics employed to eliminate this sparkling little girl from the competition."

City Councillor Alfred N. LaBrecque said: "We feel that when they permitted her to enter they should waive all protest that arises afterward. The choice should be allowed to stand. Quincy is very proud of Miss Malone. Boston wanted a Maid of Erin and we gave her Miss Malone. If she wants a Miss

Italy, a Miss Finland, or a Miss Iceland, we can accommodate her."

Miss Sennott, who has taken parts in theatricals, declared she is satisfied she was the real winner but she said she wants to be absolutely fair to the other 24 girls who were in the contest. She is willing to have another contest—but no more of Mr. Vollman, she said. Reporters will be the only judges if she goes in again, she said.

Various other girls who were in the contest had varying solutions to the knotty problem.

The other storm developed, however, in the protest from the citizens of Irish descent. They claim that they were first approached two months ago by Vollman, regarding the Irish float.

Michael F. Ahern of Dorchester, county president of the Ancient Order of Hibernians, declared last night that the first he heard of the Irish float was when Vollman offered to put the Irish societies float in the parade for \$2000, which would cover the cost of building and decorating the float.

After a meeting of the various societies the offer was declined and, according to Ahern, nothing more was heard of the matter until about two weeks ago, when the Irish societies were asked to march in the parade. Another joint meeting was held and the men's societies voted to refuse to parade. Some of the women's organizations accepted the invitation, Ahern said.

Say Vollman Not Qualified

Other Irish leaders said that the citizens of Irish extraction felt slighted at the short notice given them and they would have nothing to do with the tercentenary parade. They claimed it was too late to prepare, when they received the invitation.

As to the selection of the Maid of Erin, the Irish leaders were extremely wrathful.

Ahern said last night that he and other citizens of Irish descent in Boston feel that Vollman is not too well qualified to select a typical Irish girl. They feel, he said, that Vollman should have consulted the Irish societies of Boston when he wanted to find the typical girl.

And even when Vollman did not do it, but ran the contest himself, the men of Irish extraction should have been selected as judges, Ahern said. Other officials and past officials of Irish organizations said that they feel the same way about it.

"If they really want the typical Irish girl," said one, "let the men who know something about it do the picking. Name the heads of the Irish societies, with Mayor Curley and other public officials who are Irish. Then you'll get a real 'Maid of Erin'."

NOTED JURISTS DUE TOMORROW

200 to Arrive From Europe
For Three-Day
Visit Here

PLAN BIG PROGRAM OF ENTERTAINMENT

Flying the Union Jack of Great Britain and the Tricolor of France the steamer New York will bring to Boston tomorrow a distinguished party of 200 prominent European judges and lawyers here for a three-day visit.

Whistles on harbor craft will scream a welcome to the visiting English, Scotch, Irish and French jurists as the New York steams up the bay.

They will be greeted at the pier by a special welcoming committee of the Boston Bar Association headed by George R. Nutter, chairman.

Tomorrow at noon in Faneuil Hall the visitors will be guests at a luncheon given by the Boston Bar Association at which Gov. Allen will preside.

After their arrival the guests will be escorted to the Statler Hotel. During their visit there will be an elaborate program of entertainment given them by the bar association, the state, the city, Harvard University, Wellesley College, the trustees of Isabella Stewart Museum and the Brookline Country Club.

Gov. Allen will officially greet the distinguished visitors at 11:30 tomorrow morning in the Hall of Flags at the State House. Mayor Curley will make an address of welcome at Faneuil hall at 12:30.

The Rt. Hon. William J. Bull, Bart., will be spokesman for the English delegation at the luncheon. Justice Henry Hanna of the high court of the Irish Free State will speak for the Irish, and Maitre Armand Gregoire will be spokesman for the French bar.

Former Atty.-Gen. Herbert Parker will make the principal address in behalf of the city. He is chairman of the Massachusetts Bay tercentenary commission and president of the Boston Bar Association.

During the trip from New York the steamer New York will deviate from its usual course in order that the guests may get a glimpse of Plymouth and the landing place of the Pilgrims.

A dinner to the guests will be given tomorrow night by the bar association at Statler Hotel. Justice George John Talbot of the high court of England will speak. Maitre Jean Paul Antain Georges Daumas will speak for the French.

Saturday in the courtroom of Langdell hall, President A. Lawrence Lowell of Harvard University will welcome the visitors to the Harvard law school at noon. There will be addresses by Dean Roscoe Pound, Sir John Simon, former British cabinet member, and James Scott Cumberland Reid of Edinburgh.

After a motor tour of this vicinity Sunday the party will sail for Europe aboard the S. S. Savthia.

DISQUALIFIED AS 'MAID OF ERIN'

Winner for Boston Day
Pageant a Beauty but
She's from Quincy

RUNNER-UP PROVES TO BE AN ACTRESS

The committee for the selection of tercentenary pageant queens is once more looking for "Miss Erin."

The rumpus concerns the title of "Maid of Erin." The lady in question is required to resemble the ultimate in a "typical Irish beauty" for a parade, Sept. 17. It now appears that of the 18 optimistic and embarrassed contestants who fidgeted on the Common tribune Tuesday afternoon before an audience of 5000 unvarnished seats, both the winner and the runner-up are ineligible.

The title-holder, a beauty queen for a day, is Miss Alice K. Malone, 18, of Quincy, which is why she was yesterday deposed by Director of Celebrations J. Philip O'Connell.

Acting on alleged "roars of protests" over the selection of a Quincy girl for a city of Boston parade, Pageant Director A. L. Vollman and O'Connell are said to have conferred and agreed to disqualify Miss Malone on that basis.

On the tribune Tuesday another leading contender for the title was a Ruth J. Sennott of 78 Forest Hills street. She has black hair and long lashes, and Mr. Vollman delayed long before passing her.

Miss Sennott, who has been captioned as a niece of ex-Fire Chief Daniel Sennott, turns out to be 22, and a professional ingenue and dancer on whom the spotlight has fallen eight times a week in many a theatre and in many a Broadway and Boston show. She played the ingenue lead in the Marx Brothers' "Animal Crackers"; says she was a principal in "Hello Yourself" at the Majestic Theatre here two years

ago, and was with Gus Edwards' "Juvenile" revue four years ago at a Boston theatre.

It is not unlikely that continued "roars of protest," real ones, will be heard today when Mr. Vollman shows himself about City Hall. It is also to be expected that the Miss "South End," Miss "West Roxbury," and others who displayed their discontent when the final "winner" from Quincy was announced, will also be heard.

Miss Sennott herself sees no reason why her stage experience should bar her and is willing to enter another contest but with the stipulation that Vollman be not the judge. Vollman is also hearing from the Irish societies, representatives of which said last night that he is not Irish and therefore not qualified to pick "Miss Erin." They wish to be consulted in the matter.

The disqualification of Miss Malone was resented not only by the pretty Quincy high school senior herself but by Mayor McGrath of her city. Miss Malone and the mayor said it was well known she is not a Boston resident when she entered the contest and his disqualification at this time is most unfair to her.

J. Philip O'Connell, Boston's director of public celebrations, who ordered Miss Malone eliminated after protest from the backers of the Boston entries, apparently will have to find a way out of the storm all by himself. Mayor Curley said emphatically last night that he is standing aside.

GLOBE 9/4/30

REIGNS ONLY A DAY AS "MAID OF ERIN"

Quincy Girl Loses Crown
She Won Tuesday Night
Dethroned After Complaints Honor
Should Have Been Retained Here

Boston's "Maid of Erin" for the Tercentenary pageant, Sept 14, made a forced abdication of her royal throne yesterday when a storm of protest on the choosing of a Quincy girl as a typical Boston colleen swept into the corridors of City Hall and enveloped the office of the Department of Public Celebrations.

Miss Alice Katherine Malone, 18, of 51 Putnam st, Quincy, who was told Tuesday evening that she was "Maid of Erin," received counter-information yesterday from the Department of Public Celebrations, J. Philip O'Connell in charge.

Protests Flood City Hall

The strength of Boston voices that objected to the rule of the Quincy girl evidently had prevailed. Miss Malone had scarcely 24 hours as winner of a contest of Irish pulchritude before she was demoted from her high position.

To J. Philip O'Connell, director of public celebrations for the City of Boston, has fallen the task of straightening out the situation. It was not Mr O'Connell's fault that he has had to assume the position he is in.

His was not the selecting of the beauty. Pageant Director A. L. Vollman made the choice last Tuesday night at a review on Boston Common. Entered in the contest were girls from Quincy, Malden, Somerville, and Boston proper. All must have assumed that the "Maid of Erin" would be chosen from Greater Boston, rather than Boston proper.

Won Through Her Smile

Miss Malone won that contest last Tuesday night through her smile. Miss Ruth Sennott of Jamaica Plain and she were left alone on the stage. The judges were nearly at wits' end when they asked the help of the photographers present. "Smile," said those professional men. And, "When Irish Eyes Are Smiling," Miss Malone won the title.

The Quincy girl's entrance into the contest was wholly of her own volition. Now she rather wishes she had not entered. One of her closest friends told her she could easily win. Her disqualification yesterday is a reflection on the blue-eyed, black haired girl, whose locks of hair have just a trace of titian.

Typical American Girl

A typical American girl, Miss Malone says she is fond of swimming and tennis. She does not smoke or drink. She entered the contest Tuesday

RECORD 9/4/30

Petition Mayor for "Spite" Fence Removal



(Daily Record Photo)

South Boston residents yesterday went to Mayor James M. Curley's office to petition him to remove an alleged "spite" fence erected by the South Boston Yacht Club. In the group are, front, left to right, Mrs. H. P. Mulqueeny, Susan McPartland, Ann Kiley, Helen Callahan, Owen Gallagher, Secretary John Shaughnessy, Mary Alexander, Esther Callahan, Katherine Sullivan; rear, left to right, William Garvey, Leo Walsh and John Leahy.

POST 9/4/30

CITY WORKERS START BUYING

Take Curley's Advice, Purchase Goods Worth \$20

Following the advice of Mayor Curley, hundreds of city employees yesterday went shopping in the downtown retail stores, purchasing personal and household furnishings, each to the extent of \$20.

The city law department scored a perfect record, for of 34 lawyers and clerical assistants in the division, every one of them joined the buying campaign, Corporation Counsel Samuel Silverman reported to the Mayor.

The purchasing boom was started by the Mayor, who recently expressed the belief that the retail stores would be cleared of their stock in a week if every wage earner should spend \$20 at this time, and as a result force the mills and factories to reopen, taking the jobless back to their benches to supply manufactured products.

QUINCY 'MAID OF ERIN' IS GIVEN POST

Alice K. Malone to Ride in
Parade as Disqualification
Is Officially Revoked

PICTURE ON PAGE 2

The wind shifted sharply again today, like in a South American revolution, and pretty Alice K. Malone of Quincy was blown back to the top of the pulchritudinous heap as "Maid of Erin" for Boston's tercentenary parade, Sept. 17.

Miss Malone was chosen originally, then dethroned because she lives in Quincy, and friends of Ruth J. Sennott, 21, of Forest Hills st., Jamaica Plain, musical comedy actress and the runner-up, attempted to have her named because she was second choice.

The restoration of Miss Malone came after it had been pointed out to A. J. Vollman, parade and pageant director, and to Philip O'Connell, director of public celebrations, that the original rules of the contest declared girls from all Massachusetts eligible.

TWO "PLOTS" BARED

Vollman and O'Connell immediately went into a huddle and when they came out of it, conferred with Mayor Curley in the presence of Miss Malone.

Then O'Connell, in a written statement, announced that Miss Malone had been retained as "Maid of Erin," because she was eligible anyway, because she had lived for seven years of her life in Boston and because her mother was born in County Cork.

Two alleged attempts to "bag" the contest, one by a former State official and the other by persons claiming to represent an Irish organization, were revealed today at City Hall.

The former official is declared to have attempted to persuade Vollman to pick a pretty little girl, daughter of a woman active in Democratic circles.

IT'S "ON THE LEVEL"

In the second instance, an attempt was made to influence Vollman to select an older contestant, also active in Democratic politics and now engaged in Tercentenary work.

Vollman denied both requests and the selection of the Quincy girl was strictly "on the level." The little Quincy girl did not go into the contest when it came time to start the work of selection.

Launch 'Buy Now' Club for Boston

THE BOSTON EVENING AMERICAN, in the interest of furnishing steady jobs and good wages, today inaugurates the BUY NOW CLUB.

Join it now. Sign the pledge card which is printed here. Assume its obligation and be faithful to it because it will help your neighbor and yourself, because it will help the people of Massachusetts as a whole.

The people of Massachusetts as a whole possess the great buying power.

They are the ones, and the only ones, who can restore prosperity.

Prosperity is but another name for steady work and good wages.

A man's job or a woman's job is never secure while the other fellow is out of work. He must buy the products of our labor if we are to have steady work and wages. If he can not buy our job falls. We can make him a customer of our labor by being a customer of the output of his labor. It is a happy circle.

Buy now, not extravagantly, but buy. The stores are displaying rare bargains. Such prices may not be seen again in many years. Buy for yourself, your family or your home the things you will

need, if not now in the fall or winter months. It may be shoes, or clothing, some repairs on the house or auto, a radio, or piano, or some semi-luxury which you know you intend to get in the future. Again, the semi-luxuries and ordinary necessities of life could never be bought to better advantage than now. The Evening American has urged buying for some time. Mayor Curley has shown the way by spending his \$30.

You who have steady jobs and steady incomes will be helping the other fellow—and that will make you happy—but you will be helping yourself and your family as well.

The business of reviving employment and putting our people on the golden road again is up to you.

By CARL MORRISON

The Army Base Terminal is back in the limelight, due to the meeting this afternoon of the full board of the Boston Port Authority, which will discuss the progress of the investigation being made at the order of Mayor Curley.

Louis E. Kirstein, chairman, will preside over the meeting, which will also consider other port matters. Richard Parkhurst, secretary, will report to the full board what he and two assistants have learned this summer regarding the alleged charges of mismanagement.

AMERICAN 9/4/30

Boston Leaders Back 'Buy Now' Slogan

Spend \$20!

Prominent Bostonians today lent their allegiance to a campaign to urge working people to spend this sum, if they can afford it, to relieve depression, create jobs and make their own jobs more secure by keeping money circulating.

Some time ago the Boston Evening American suggested that a sane spending of \$5 a week by those with jobs would probably end unemployment.

On Labor Day Mayor Curley urged all working persons to spend \$20 for things they needed, rather than delaying "until business picks up, and, practicing what he preached, he promptly spent \$30 himself for personal needs.

The "BUY NOW" idea was strongly endorsed today by leaders in various fields, and among those in public life and business who gave their support were former Governor Eugene N. Foss and former Mayor John F. Fitzgerald.

Their comment follows:

"The idea is an excellent one," said ex-Gov. Foss. "The people who have money should spend it freely, especially on improvements in their homes, for example. In my own family I have freely encouraged the idea. Give the people work now; you do so by spending money. All public improvements should be made in dull

periods, not in time of booms. My son has a home in Brookline and was considering further embellishment of the grounds. He was considering the building of a stone wall. This I urged him to do as it would both improve his property and would create work for somebody.

"The idea is a good one," was ex-Mayor Fitzgerald's comment. "There should be a reasonable spending. I do not know whether depression is largely due to fear or if there is a real depression. Everybody should spend what he can afford, and do it now, such as on clothes, furniture, repairs on houses and generally making themselves more comfortable.

years. Her mother was born in County Cork, her father in County Cavan.

Miss Malone was greeted by Mayor Curley, who smilingly and in graceful style put his official approval on the selection.

"The harp that once through Tara's halls the soul of music shed" twanged in discord all forenoon, while officials were endeavoring to straighten out the so-called protest.

The name of a former state official was injected into the efforts to dethrone Miss Malone. The names of two other maids who were not in the original contest were advanced as more befitting selections. The various Irish societies were said to be displaying no interest and it mattered not to them who is selected. They have no official float in the parade.

MEETS FLOAT PROMOTER

Miss Malone, resting upon her honor but a bit perturbed over the fuss that ensued, all because she comes from Quincy and not Boston, was at City Hall during the day, with a male adviser, and was in conference with A. L. Vollman of New York, who has been promoting the float features and the various contests for "Miss Erin" and others.

It was stated that at the time the call was sent out for beauties of Irish charm no condition was made that she should be a Bostonian. The contest was thrown open to the fair ones of the entire state.

The city of Medford, among other communities, sent a number of candidates. Boston had its own group, several of them former beauty contest winners.

RESTED WITH VOLLMAN

Up to today Mr. O'Connell and Mayor Curley took no hand in the pageant features or the selection of the various beauties. The whole matter has rested with Vollman, and his selection of Miss Malone is said to have been impartially made.

His selection started activities among friends of other beauties and the cry of "Miss Malone is not from Boston" started all the fuss.

It was stated at City Hall today that the names of Miss Aileen Gallagher of Alston and Miss Sheila O'Donovan of Rosca of Brighton were mentioned as being among those advanced for the honor of representing "Miss Erin."

MISS SENNOTT ADVANCED

Friends of other young women also insisted on recognition. Miss Ruth J. Sennott of Forest Hills street, who was runner-up in the original selection, had many friends who urged that she be selected as truly Bostonian, in view of the dissatisfaction over the selection of Miss Malone. She is well known on the stage, here and in New York, as a dancer.

The pageant feature of the tercentenary celebration, originated by Vollman, was originally set for August, then postponed to this month and finally incorporated into the big parade of Sept. 17.

Vollman has been working under a handicap, the quarters allotted him at City Hall having been taken over by Lt. Gen. Edward L. Logan, chief marshal of the parade.

Vollman, anxious to please as many beauties as possible and give Boston and its tercentenary visitors a real display, will endeavor to placate the dissatisfied factions by selections for other beauty honors and places in the pageant.

TRAVELER 9/4/30

Miss Malone Holds Place Despite Considerable Opposition

The selection of Miss Alice K. Malone, 18-year-old Quincy beauty, as "Maid of Erin" in the pageant feature of the tercentenary parade of Sept. 17 was today approved by Mayor Curley, and the "protest" ended.

Philip J. O'Connell, director of public celebrations, announced that in view of the fact that the contest was open to all Massachusetts and not confined to Boston, the selection stands.

MEETS REQUIREMENTS

He said:

"Miss Malone meets with all the designated requirements, she is of the typical type of Irish beauty. She was born in Boston and lived here for seven

GLOBE 9/4/30

LAW DEPARTMENT EMPLOYEES FOLLOW MAYOR'S SUGGESTION

Following Mayor Curley's suggestion to buy at this time and stimulate trade and employment, every employee of the Law Department has made a purchase of a necessary that might have been deferred. This was announced by Corporation Counsel Silberman yesterday.

What's the Matter With the Port?

A Customs Broker Points Way to Better Business

To the Editor of the Transcript:

I have read with interest the letter published in your edition of Aug. 28th signed by "Bill Lading" and also your editorial on this letter in the same issue.

While agreeing with "Bill Lading" in some of his statements, still some are of such an insinuating nature, that I feel he is going a trifle beyond the facts.

I interpret his third paragraph as an insult to the legitimate forwarders of Boston who for years have been endeavoring to build up an export business in Boston, and to the customs brokers who are just as diligently trying to develop the port on imports.

He states in this paragraph, as I read it, that the freight forwarders (Boston, I presume) pass their business over to New York to take advantage of an extra profit they might derive by added expenses, such as cartage, storage, etc. Why should a broker or forwarder deliberately send his business to New York as against Boston when he has to divide his commission with his New York agent, whereas if the goods go direct from Boston the full brokerage, both that paid by the shipper for his services, and that paid by the steamship company, goes to him? In other words the Boston forwarder is placed in the position of deliberately being in league with his agent in New York to pad the expenses incurred in the transshipment to New York and make an additional profit from it. This is absurd. Surely the foreign freight forwarder works hard enough to obtain business for himself without being accused of dividing with others the income he receives. If this is a fact then why don't the New York foreign freight forwarders do the same thing, that is, send their freight to Boston so that added charges can be made with a profit.

In regard to a fixed commission paid the forwarder, I can only say that his compensation is not large. And why should he not be paid for this service? All the steamship companies have paid solicitors who cannot possibly reach all the foreign shippers. This work is done by the forwarder who scours New England for freight, and actually works as freight solicitor for the steamship companies, saving thousands of dollars that would have to be paid by the companies for additional solicitors.

So much for that.

+ + +

Now what is the true condition which takes away from Boston its share of the export business which rightfully belongs to it?

I lay the whole blame to the traffic managers of the large concerns who export.

For some reason or other these traffic managers cater to New York forwarders. What this reason is, is hard to determine. Some of it may be given out through friendship and some for selfish reasons. It sounds better in the minds of some people to boast that they do business with New York brokers, as if they were any better or knew their business better

than Boston brokers.

I personally have had experience with a large concern which has been doing a large business in the Argentine. Their freight amounts to a large volume, their factory is in suburban Boston but they insist that their freight move via New York and a specified steamship company, which by the way sails under foreign flag. There is excellent service from Boston to Buenos Aires and these shipments could, without additional expense, be transferred to dock Boston instead of paying freight to New York which comes out of the shipper. While most of the heads of concerns leave their traffic matters to their traffic managers (which they should do) still it does not seem that they check them up often enough and compare their costs of shipping between Boston and New York.

If Mayor Curley and Governor Allen are sincere in their efforts to increase the business at this port, and I have every reason to believe they are sincere, why not have them communicate with the actual heads of export houses with a view to calling in their traffic managers and get at the real reason for catering to New York? I think many faults could be remedied if this were done. If a comparison of costs were demanded I doubt very much if New York would be cheaper than Boston.

As far as the bogey of free lighterage in New York is concerned this is all rot. New York does not lighter free less than carload lots and if any one has had the experience I have had he will find that cartage in New York is about double what it is in Boston. Therefore, in the case of less carload lots all this merchandise would have to be trucked in New York to the docks which would be a charge in addition to the freight to New York.

+ + +

I can truthfully say that any Boston forwarder can prove to any executive that Boston is cheaper than New York, provided merchandise is shipped by standard lines.

Of course, Boston has no service to West Indies, Central America or West South American ports, except United Fruit Company and connections. Its service to France is nil.

If you want to ship to India or places in the East Indies or Africa no service is allowed by the steamship companies from Boston. Take for instance the Calcutta service at Boston. Although the inward steamers from these India ports come very frequently it is impossible to load any cargo for India at Boston (in fact any East India ports) but cargo must be sent to New York, although the steamers call at Boston first with cargo and after going to New York load out again for India, etc. This means an added expense on the Boston shipper who should be allowed the privilege of shipping on these steamers, especially as Boston is a port of call.

Much has been said and written recently in regard to the large increase in passenger service. What does this amount to in dollars and cents? Absolutely nothing! All the fuel, food, etc., on these steamers is taken on in New York and all the longshoremen receive is a few dollars for loading trunks aboard. No freight is taken on most of these steamers for they stay in port only for two or three hours.

In my business I have had cargo shipped on the German passenger ships that were destined for Boston but as the steamer would not discharge at Boston, the excuse being for lack of time, the

cargo was taken to New York and reshipped to Boston at added expense. This is absurd but what can be done about it? The Maritime Association of the Chamber of Commerce talks and argues and it all stops there.

+ + +

The Foreign Commerce Club of Boston, an infant organization in fact, but containing some of the leading men in customs brokerage, freight forwarding, steamship and railroad companies, is endeavoring to straighten these matters out. It is progressing rapidly and intends to do things. It is full of "live wires" and it is expected to be heard from. It is only too anxious to co-operate with other organizations which are sincere in building up Boston port business.

It might be well for some of the executives of large export houses, to have a conference with the officers of the Foreign Commerce Club and I know that they would be convinced that it is not so difficult to ship from Boston and less expensive than from New York. The knowledge this organization has, has been obtained by years of experience and hard work and what information it gives will not be of a theoretical nature but of a practical one.

The great trouble with Boston is (and when I say Boston, I mean New England) that the organizations that make investigations and try to do something are made up of men who are entirely ignorant of their subject and being ignorant let things pass. It is easy to get prominent men to serve on committees, and if an analysis of the members of some of the so-called foreign trade committees was made it would be found that their experience and knowledge was limited to an occasional trip around the harbor to see if the docks are still standing at high tide. Some of the members do not even know that Boston has a harbor. This may be ironical but it is a fact.

Every coast city of importance in the world has become important, successful and wealthy through commerce. New York would be nowhere were it not for its commerce and let even a suggestion be made to a New Yorker that one ton of freight will be diverted from that port and meetings will be called by the Merchants' Association, Produce Exchange, the Port Authority and the Importers and Traders' Association to prevent it.

It is time New England woke up to the position it deserves in foreign trade. I congratulate the Transcript on its endeavors to start things in this line. Its purpose is surely commendable and trust it will keep up the good work.

WALTER E. DOHERTY

Boston, Sept. 3.

17 STORES NOW and GROWING

KANE'S

Mayor Curley Says:- "Spend \$20"

"Your Honor, Mr. Curley: We think that you have arrived at a very logical solution to the problem now gripping the entire country! We, too, think that if everybody would SPEND \$20 that the small stocks now on retailers' shelves would immediately become depleted so that buying, on a big scale, would have to be resumed at once. That everybody—EVERYBODY—would benefit is obvious. Factories and Mills—would soon be forced to start working full time. Employees would immediately be called back to help produce the demands of the retail trade. In order to encourage the immediate spending of \$20, we are offering here our regular \$35-\$40-\$45 and up to \$55 Values FOR \$20! We'll do our share because we think you're right. We believe in you—we believe in Boston—and we believe in the United States."

Post 9/5/30

POST 9/5/30

LOGAN BOY TO BE AIDE IN PARADE

Aged Four and a Half
and Will Ride in
Carriage

Although he is only four and a half years old, Edward L. Logan, Jr., is going to serve as aide on his father's staff in the Boston tercentenary parade, Sept. 17, together with a group of 200 of the city's illustrious leaders in every walk of life.

TO RIDE IN CARRIAGE

The youngster will ride in a carriage, establishing what is believed to be a new record in municipal functions. Lieutenant-General Edward L. Logan, as chief marshal of the great military and civic demonstration, will be mounted on a thoroughbred charger at the head of the line, followed by Brigadier-General Charles H. Cole as chief of staff, and the most prominent array of aides to march at the head of a parade here.

Prizes totalling \$1000 for visiting firemen and their wives participating in the great parade were offered yesterday by Mayor Curley. The Mayor was informed by Chairman George Y. Berry of the firemen's division in the parade that the tercentenary procession will be featured by the greatest assembly of firemen in the history of New England, including the red-shirted veterans of many hand tubs.

Top Prize of \$250

The top prize of \$250 will be awarded to the largest company of uniformed men, \$175 to the second largest in the parade, \$125 to the third largest, \$75 to the fourth largest, \$100 to the engine coming the longest distance, \$50 for the engine coming the second longest distance, \$50 for the oldest engine in the parade, \$25 for the oldest engine in the parade made in this State, \$50 for the best looking engine in the parade, and \$100 to the largest women's auxiliary in the fire division.

In the list of aides, announced last night by Chief Marshal Logan, political party lines were dropped. Among the group are included John Richardson, who directed President Hoover's campaign here two years ago; former Mayor Nichols, Charles H. Innes, Lieutenant-Colonel Eben S. Draper and other leading Republicans.

Former Governor Smith's crusaders in the line will include Mayor Curley himself, with Chairman Frank J. Donahue of the Democratic State committee, and other Democratic leaders. With Chief Marshal Logan's boy will serve the Mayor's five sons, James, Jr.,

Paul, Leo, George and Francis Curley. Their colleagues on the staff will include Boston's leading bankers, merchants and other business men.

CONTRACTS FOR SMOOTH PAVING

Eight Streets to Have New
Surfaces

As part of his programme to provide smooth streets in the downtown business district, Mayor Curley yesterday approved the award of a contract amounting to \$16,988.20 for a bitulithic surface on Harrison avenue, between Dover street and Broadway.

The contract was awarded to the lowest bidder, Samuel J. Tomasello, who will also provide recut granite block paving in Minot, Wall and Cotting streets in the North Station area for \$10,000. The Mayor stated that it was his purpose to put in smooth paving in all streets north of Dover street.

For sheet asphalt paving in Arborborough, Ardmore and Sidney roads as well as Plainfield street, all West Roxbury, he approved a contract of \$21,921.75, awarded to Dooley Brothers, Inc.

For \$11,625 the New England Construction Company will repair the garbage disposal wharf at Atlantic avenue, and for \$10,895 Anthony Cefalo will lay sewer pipes in LaSalle street, West Roxbury under contracts awarded yesterday.

HERALD 9/5/30

IMPORTANT CONTRACTS AWARDED BY CURLEY

S. J. Tomasello Gets Two Paving
Jobs at Total Cost of \$26,988

Among the more important contracts awarded by Mayor Curley yesterday were the following:

S. J. Tomasello, repaving of Harrison avenue from Broadway to Dover street, \$16,988; repaving and laying of granolithic sidewalks in Wall, Cotting and Minot streets, West end, \$10,000.

New England Construction Company, repairing of garbage station at Fort Hill wharf, \$11,695.

J. J. McCarthy & Co., granolithic sidewalks in Blue Hill avenue and Pierce avenue, \$8538.

M. B. Foster Electric Co., glass show cases, piping and electrical work at aquarium, South Boston, \$8285.

James Grande, repairing fender piers at Granite avenue bridge, \$4660.

Bethlehem Shipbuilding Corporation, repairing ferryboat Palumbo, \$8000.

A. Cefalo, sewer in LaSalle street, West Roxbury, \$10,895.

Dooley Bros., Inc., paving in Arborborough road, Ardmore road, Sidney road and Plainfield street, \$21,921.

GLOBE 9/5/30

WINS RIGHT TO BE "MAID OF ERIN"

Alice Malone of Quincy
Convinces City Hall

Overcomes Pageant Protest She Was
Not Boston Resident

The expected dethronement of Alice Malone of Quincy as Boston's "Maid of Erin" was forestalled yesterday by the Quincy beauty herself who walked into City Hall and convinced authorities that the protests against her were not valid.

When it was announced Tuesday that the Quincy girl had been chosen for the part of "Maid of Erin" in Boston's Tercentenary pageant, Sept. 17, a storm of protest arose on the ground that the winner was not a resident of Boston.

But Miss Malone is as spirited and intelligent as she is pretty. She arrived at City Hall yesterday morning to defend her right to the queenly title that had been bestowed on her, and it did not take her long to point out that the original requirements for the right to assume the role of "Maid of Erin" did not include residence in Boston, but that the contest was open to any young woman in Massachusetts.

As a result of Miss Malone's interview with Mayor Curley and Director of Public Celebrations J. Philip O'Connell a statement was issued from City Hall which undoubtedly enthrones her as the "Maid of Erin."

The statement by Mr O'Connell read as follows:

"In view of the fact that the contest for the selection of a typical Irish beauty to represent the 'Maid of Erin' in Boston's historical 300th anniversary pageant, to be held on Sept 17, was open to the entire State, Miss Alice Malone meets the designated requirements.

"Miss Malone has been retained as the 'Maid of Erin' with the approval of Mayor Curley and the Tercentenary authorities. Miss Malone was born in Boston and lived here seven years. Her father was born in County Cork, Ire, and her mother was born in County Cavan, Ire."

VISITING ENGLISHMEN TO BE GUESTS OF ART CLUB

Wilmot R. Evans, president of the Boston Art Club, yesterday advised Mayor Curley that he will extend guest cards of the club to His Worship Lord Mayor Reuben Salter, His Worship Deputy Mayor Arthur Bailey, City Councillors James Tait and Jabez Holland Mountain of Boston, England; Hon James McConnell, Mayor of Sydney, N S; Hon W. G. Clark, Mayor of Fredericton, N B; Hon Ralph H. Webb, Mayor of Winnipeg, Canada; Hon Louis A. Gastonguay, Mayor of Halifax, N S; Hon John Peebles, Mayor of Hamilton, Ontario; Lieut Col H. E. Lavigne, MP, Mayor of Quebec; Hon T. W. J. Prowse, Mayor of Charlottetown, P. E. Island; Hon Walter W. White, Mayor of St John, N B, who will be guests of Mayor Curley during the Boston Tercentenary ceremonies, Sept 14-20 inclusive.

HERALD 9/5/30

Three-Day Air Meet Opens Here Today With Parade of Planes Over City

Boston's three-day tercentenary air meet will get under way today when nearly 100 planes will roar over the city in an aerial parade at 1:30 o'clock. During the meet there will be air races, stunting, balloon bursting contests, "dead stick" landing contests and parachute jumps. Mayor Curley and high officials of the city and state will attend the meet.

The outstanding visiting aviator will be Jimmy Hazelup flying a mystery ship capable of 215 miles an hour. Jimmy has the habit of flipping over and flying upside down at that terrific speed. At 1 o'clock there will be a flying formation of huge tri-motored transport planes. There will be an altitude race to 5000 feet for commercial pilots and at 6:30 there will be a parachute jump. Tomorrow at 2 o'clock there will be a formation by army planes. At 2:30 there will be demonstrations of landing supplies by parachutes.

Military planes will engage in a race at 3 o'clock and the national guard will give an exhibition of message pickup at 3:30. Military planes will compete in an altitude race at 4 o'clock and at 4:20 there will be aerial combats by army and national guard planes. Also on the program tomorrow will be target towing exhibition, radio broadcasting from planes to the ground and a parachute jump.

Tomorrow night there will be an aerial "attack" on Boston by the 101st observation squadron with the First Corps Cadets manning anti-aircraft guns and searchlights for the defence. Sunday there will be aerial acrobatics, balloon bursting contests and "dead stick" landings.

During the meet the various aviation companies at the field will have special rates for passenger carrying.

RECORD 9/5/30 City Law Department Members "Buy Now"

All the members of the city law department yesterday made purchases of something they needed and intended to delay buying in order to follow Mayor Curley's "buy now" policy. Corporation Counsel Samuel Silverman informed the mayor yesterday.

K. OF C. HEAD THANKS CURLY FOR WELCOME

Martin H. Carmody, supreme knight of the Knights of Columbus, yesterday expressed his appreciation of the courtesy shown to delegates to the supreme convention in Boston and of the participation of Mayor Curley in convention events.

"Your presence at different functions," he wrote, "and the geniality and warmth of your greetings brought to each and every one attending the convention that sense of personal welcome that nothing else could supply."

"Be assured that Boston has a warm place in the hearts of all who attended the convention and it has full reason to be proud of the splendid spirit of hospitality so cordially manifested by all its citizens."

LOGANS CELEBRATE 10TH ANNIVERSARY

"Ridges," the Cohasset estate of Gen. and Mrs. Edward L. Logan, was the scene of a merry gathering last night, the occasion being a reception commemorating the 10th wedding anniversary of the Logans. The couple were literally deluged with congratulatory telegrams and telephone calls.

In the receiving line with Gen. and Mrs. Logan were Mrs. David Elkins, wife of former Senator Elkins of West Virginia; Mrs. Laurence J. Logan and Theodore Logan.

Among those who attended were Senator Walsh, Gen. Edwards, Mrs. Jacob Loose, Thomas J. Johnson, city greeter, Mayor Curley, Col. John C. Hyatt, Col. and Mrs. William J. Blake, Mr. and Mrs. Edward A. McLaughlin, Jr., Mr. and Mrs. Daniel C. Mulloney, Mr. and Mrs. Daniel J. Lyne, City Treasurer Edmund L. Dolan, Col. and Mrs. Terrell Ragan, Col. and Mrs. Thomas Sullivan and Mr. and Mrs. T. J. Falvey.

EAST BOSTON PARADE DISPUTE IS SETTLED

The long dissension between the East Boston tercentenary committee and the veterans' council over the appointment of a civilian as chief marshal for the Sept. 13 parade, ended quietly last night when representatives of the five legion posts in the city and members of the committee reached an agreement.

As the outcome of a conference at Meridian hall, Capt. Joseph Rossier, only surviving member of the Joseph Hooker post, G. A. R., was appointed

chief marshal. Daniel J. O'Connell, chairman of the tercentenary committee, was made honorary marshal. As an added attraction, a beauty contest to select a "Miss East Boston" was voted and arrangements turned over to the head of the parade committee, Thomas Fitzpatrick.

RECORD 9/5/30 Help Others---and Yourself

The family with the job, with one or more of its members bringing home pay envelopes regularly, can help the family without a job right at this time.

We do not mean giving money or supplies to your less fortunate friends who happen to be out of work. We mean making a market for the jobless one making a job for him, creating a demand for his services.

This can be done by spending your own money on things you can use yourself, by buying household and personal goods, in line with the timely suggestion made this week by Mayor James M. Curley. His Honor proposed that every working person in the country buy \$20 worth of needed merchandise. The aggregate expenditure, running into millions, would accelerate retail business, empty overstocked shelves and result in orders upon the mills and factories for more goods. And that, of course, would mean more jobs and more pay envelopes.

You who have jobs now and cash to spend would help yourselves because merchandise is marked down and you would buy to advantage.

Mayor Curley has the right idea. Start the wheels of business moving.

READY TO GREET FOREIGN JURISTS

Boston Lawyers Today to
Welcome Notables

Gov Allen and Mayor Curley Hosts
to Famous Judges

A program of welcome for the visiting European jurists, commensurate with the Tercentenary year celebrations, has been arranged to take place today following the arrival of the delegates aboard the steamship New York this morning.

A special welcoming committee of the Boston Bar Association will meet the lawyers at the pier with George R. Nutter as general chairman. The committee will escort the jurists to the Hotel Statler where their three-day stay will be made.

Gov Allen will then greet the visitors in the Hall of Flags at the State House, at 11:30 o'clock. Rt Hon Lord Tomlin of England will answer the welcome of the State's Chief Executive for the British Empire.

Maitre Leon Nutter, confidential Chief of Cabinet in the French Ministry of Justice, will speak for his country. Over 200 lawyers compose the delegation.

The Commonwealth of Massachusetts has arranged a luncheon at 1 o'clock in Faneuil Hall. Gov Allen will preside and Mayor Curley will welcome the visitors to the city of Boston.

Rt Hon Sir William J. Bull, for many years a member of England's Parliament, will speak. Other speakers will be Justice Henry Hanna, member of the High Court of the Irish Free State; Maitre Armand Greoire, member of the Paris bar, and Ex-Atty Gen Herbert Parker.

In the evening at the Hotel Statler the Bar Association will tender the visitors a dinner at 8 o'clock. George R. Nutter will be the toastmaster and Justice George John Talbot of the High Court of England will deliver the address for Great Britain and Maitre Jean Paul Dumas will speak for France.

The festivities continue tomorrow when Pres A. Lawrence Lowell of Harvard will greet the jurists and Dean Roscoe Pound will speak for the university's faculty. James S. C. Reid will speak for the Scottish bar, and Sir John Simon for England.

Other events will be a tour of Boston and vicinity before the delegates return Sunday aboard the Cunard liner Scythia.

The seating plan for this body of jurists, who are the most distinguished group to ever visit Boston, will be as follows at the Hotel Statler tonight:

Head Table—Dean Homer Albers, dean of the Boston University Law School; Right Hon Sir William J. Bull, Bart., member of the Council of Law Society; Joseph E. Warner, Attorney General of Massachusetts; Scott Wilson, United States Circuit Judge, First Circuit; Maitre Leon Nutter, Chief de Cabinet of the French Ministry of Justice; Thomas W. Proctor, Esq., past president of the Bar Association of the city of Boston.

Mr Justice Hanna Justice of the Supreme Court of the Irish Free State; Mr Justice Sanderson, Associate Justice of the Supreme Judicial Court of Massachusetts; Mr Justice Macnaughten, K. B. E., Justice of the High Court, King's Bench Division; Mr Justice Watt, Associate Justice of the Supreme Judicial Court of Massachusetts; Maitre Jean Paul Antoine Georges Dumas of the Paris Bar, Advocate a la Cour de Paris, and member

of the Middle Temple; Mr Chief Justice Ruxx, Chief Justice of the Supreme Judicial Court of Massachusetts; Right Hon Lord Tomlin, Lord of Appeal in Ordinary; Herbert Parker, president of the Bar Association of the city of Boston; Right Hon Lord Macmillan, Lord of Appeal in Ordinary; George R. Nutter Esq., past president of the Bar Association of the city of Boston; Mr Justice Talbot, judge of the High Court, King's Bench Division; Mr Justice Crosby, associate Justice of the Supreme Judicial Court of Massachusetts; Right Hon Sir John Allsbrook Simon, G. C. S. I., K. C. V. O., O. B. E., K. C., M. P.; Dean Roscoe Pound, dean of the Harvard Law School; Mr Justice Pierce, associate Justice of the Supreme Judicial Court of Massachusetts; Mr James Stevenson Leadbetter, K. C., vice dean of the Faculty of Advocates, dean of the visiting delegation from Scotland.

Mr Justice Field, associate Justice of the Supreme Judicial Court of Massachusetts; George H. Montgomery Esq., K. C., representing the Canadian Bar Association; Hon James M. Morton, United States District Judge, District of Massachusetts; Mr William Campbell Johnston, LL.D., deputy keeper of the Signet, and Hon Frederick W. Mansfield, president of the Massachusetts Bar Association.

MAYOR APPROVES CONTRACTS

Mayor Curley yesterday approved the following contracts:

Bithulite pavement on Harrison av between Broadway and Dover st, to Samuel J. Tomasello, \$16,988.50; re-cutting of granite blocks and repaving of Wall, Minot and Cotting sts, Samuel J. Tomasello, \$10,000; repairs to Fort Hill wharf, N. E. Construction Company, \$11,695; sewerage work, Lasalle st, West Roxbury, Anthony Cefalo, \$10,895, and bithulite paving on Arborough, Ardmore and Sidley roads and Plainfield st, West Roxbury, Dooley Bros, \$21,921.

CHOICE OF G. A. R. VET MAY END PARADE ROW

Chief Marshal's Post Voted
Rossiter in East Boston

Disagreement over the choice of a chief marshal for the East Boston Tercentenary parade on Sept 13 was probably ended last night with the selection of Joseph Rossiter, Civil War veteran, at a meeting of the East Boston Tercentenary committee and the East Boston Veterans' Council.

The man originally chosen for the chief marshalship was Daniel J. O'Connell, prominent resident of East Boston and chairman of the general Tercentenary committee of that district. He was picked by the Tercentenary committee about three weeks ago, but a disagreement on his appointment arose between the committee and the East Boston Veterans' Council.

The latter organization declared that a war veteran should be given the post of honor and suggested Charles D. Miller, World War fighter and holder of the Distinguished Service Medal.

After some controversy the two organizations decided on last night's meeting, at which they chose Rossiter in place of either of the previous two choices.

Whether Rossiter, who was erroneously announced about a week ago as having been chosen for the chief marshalship in place of O'Connell, will accept the position is considered doubtful by some.

BOSTON AIR SHOW WILL OPEN TODAY

Mayor and Officials to
Attend Events

Tercentenary Feature Expected to
Draw Great Throngs

Mayor James M. Curley, together with State and city officials, will be present at the opening of the Boston Air Show, aviation's contribution to the Tercentenary program, at the Boston Airport this afternoon.

Final arrangements for the affair were completed last night by Park Commissioner William P. Long, Capt Albert E. Edson, superintendent of the airport, and Capt Hilding N. Carlson, chairman of the contest committee.

A record-breaking crowd is expected to be present at the flying field today. Free parking accommodations have been provided at the airport for more than 1000 automobiles. While there are some benches within the hangar enclosures, all attending will be able to see all the contests and exhibitions.

Those not acquainted with the intricacies of aerial acrobatics will be informed of everything that is taking place by a system of public speakers which have been set up. George Hamblin, a Boston newspaperman, will announce and describe each event so that all will know what is taking place.

The blimp Mayflower and planes of all types will be present for examination and the working principles of them will be explained by airport attaches. All operators and flying services have reduced their rates for hops about the city for the three days of the show.

The show will officially open at 1 p m with a formation of trimotored planes over the city, to be followed by an aerial parade of smaller commercial planes at 1:30. It is estimated there will be more than 30 planes in this parade.

From 2 until 3 o'clock there will be passenger carrying and then will be the first race of the show, when commercial planes under 225 horsepower will participate in a 5000 feet altitude race for two trophies.

Further demonstrations and passenger work will follow this event, and at 5:15 there will be an accuracy landing contest, and at 6:30 a parachute jump. This jump will be made by a representative of the Regular Army.

Jimmy Haizlip, famous stunt and speed pilot, will attempt to break Eric Woods' record of 52½ minutes from New York to Boston, when he will fly here this afternoon in his Traveler Mystery plane. He will then entertain with stunts and remain for the show, giving further speed and stunt demonstrations.

and TRAVELER 9/5/30

AMERICAN 9/5/30

great honor in visiting the city of Boston, particularly at a time when we are celebrating the tercentenary of the birth of constitutional government on American soil, and as mayor of Boston I take more than ordinary pleasure in welcoming you, your wives and other members of your families, to this historic city.

"I know of no better way of cementing the various peoples on the earth into one great family and of realizing the dream of Tennyson, that there shall be a federation of the world and a parliament of man, than to have those who are engaged in the pursuit of law meet one another from time to time, sit down at the same table, break bread with one another, and discuss questions of serious moment, the solution of which makes for the reign of law the world over, and for the attainment, perhaps in the remote future, of a world peace.

"I hope that your stay in our city, all too brief for us, will bring to you pleasant memories, and that the union of so many peoples of different races in this historic hall, at this moment, and during the few days that you are with us, will give you so much pleasure that you will look back upon these days as among the pleasantest of your memories; that you will carry back to your several peoples the assurance that the people of America are so infused with the spirit of the law that this country may be well considered the perpetual residences of an inviolable justice."

A luncheon was tendered by the commonwealth in the armory of the Ancient and Honorable Artillery Company. Nearly 300 attended.

Besides the formal part of the program an informal program had been arranged by a local committee of bar members, appointed by Herbert Parker, chairman of the Boston Bar Association and the Massachusetts Bay Colony Tercentenary commission.

VISIT HISTORIC SPOTS

Following the luncheon a sightseeing tour to historical points in Greater Boston was made.

Included in the party are the Rt. Hon. Lord Tomlin and the Rt. Hon. Lord MacMillan, lords of appeal; Sir John Simon, head of the India commission; Justice Henry Hanna, representing the high court of Maitre Leon Netter of France; Maitre Jean P. A. Dumas, Sir William Bull of London, Hector Hughes, senior member of the Irish party; the Hon. Justice Talbot of England and members of the king's counsel and the junior bar and solicitors. In many cases the visitors were accompanied by their wives.

The local reception committee comprised George R. Nutter, chairman; Fitz Henry Smith, vice-chairman; Colby Bassett, Stoughton Bell, A. K. Cohen, Edward M. Dangel, Robert G. Dodge, William G. Thompson, Alexander Whiteside, Jeremiah Smith, Jr., P. L. Stackpole and William Flaherty.

100 PLANES IN BOSTON SKY CARNIVAL PROGRAM

Mayor Curley and Other Notables at Opening of Three-Day Tercentenary Meet

By GEORGE HAMBLIN

Motors roared a shrill cacophony over Boston roofs today and all eyes turned skyward as the three-day Tercentenary air carnival "took off" at Boston municipal airport.

Long before the first event on the program—a formation of huge multi-motored ships over the city at 1 o'clock—thousands of men, women and children had gathered at the field in East Boston.

Some took lunches with them. Some dined at the airfield restaurant and others were too excited to dine at all.

WEATHER PERFECT.

Nearly 100 planes were lined up at the field, motors idling, props spinning a silver sheen in the sun. Sky was blue and there was a "ceiling clear to heaven"—perfect flying weather.

Droning somewhere along the trail between Chicago and Boston was Jimmie Hatzip on a speed flight in the Travel Air mystery ship that was a feature of the recent national races in Chicago.

He was believed to be attempting a new record for Chicago to Boston and New York to Boston flights in a speed plane capable of 225 miles an hour. Winds favored a record-breaking attempt and anxious eyes scanned the horizon at the airport. He left Chicago at 9 a. m.

WALKER THRILLS CROWD.

The early crowd was thrilled by Hjal Walker of Providence Air Transport in an Aeronca power glider. Its tiny motor of 30-horsepower pulled it from Providence in good time. Walker was the first out-of-town flier to put in an appearance.

The two-engined Sikorsky amphibian of Colonial Air Transport led the multi-motored parade, the first occasion in which big ships have flown in formation over the city. Flanking it were Ford tri-

MOTORS OF COLONIAL AIR TRANSPORT
land and Western.

There was a huge police detail under Capt. Archie Campbell to supervise the parking of the hundreds of cars and the handling of the large crowd.

MAYOR TO ATTEND

Mayor Curley, with other city and state guests, were to arrive late in the afternoon, and it was hoped that all would be induced to go aloft.

A program replete with thrills, but one which will prove instructive as well as entertaining, has been drawn up by the committee, headed by Hilding Carlson.

Races, balloon bursting, acrobatic flying, parachute jumps, band concerts, radio work, formation flying and many other features have been planned. In all, 26 official events are on the program.

FOG HOLDS UP 200 LAWYERS FOR 4 HOURS

Noted Foreign Jurists Arrive in a Happy Mood; Go to Call on Governor

Held up by fog for four hours, nearly 200 members of foreign benches and bars, accompanied by their ladies, arrived in Boston by boat today from New York, in a happy mood because the delay had afforded them opportunity to come through Cape Cod Canal in daylight.

The party was headed by Hon. Mr. Justice Hanna of Dublin, member of the Irish Free State Supreme Court, and the only judge in the group.

On arrival of the steamship New York, he paused long enough to declare that crime has been much reduced under Irish Free State rule, and to refuse to comment on prohibition, then he hastily led his party to the State House for a meeting with Governor Allen.

In the part, in addition to Justice Hanna, were lawyers from Ireland, Scotland and France, and as the boat came up the harbor sirens shrieked a welcome and a fireboat shot streams of water across the bay in a demonstration for the visitors.

A committee of the Boston Bar Association and Capt. Eugene O'Donnell, president of the Eastern Steamship Co., welcomed the party at the pier and they immediately boarded buses.

The visiting jurists during their two-day stay, are guests of the Bar Association, Gov. Allen, Mayor Curley and President A. Lawrence Lowell.

Goldman to Conduct City's Band on Tuesday



Mayor Curley presenting key to Edwin F. Goldman, noted band leader.

Will Use Key Presented by Mayor Curley, Made from Wood of Lexington Elm, in Lieu of Baton

Edwin F. Goldman, New York composer and band leader, may direct the Boston municipal band next Tuesday, with a key fashioned from a Lexington elm which was within the line of fire at the battle of Lexington, April 19, 1775.

He received the key from Mayor Curley and with it a suggestion that in

lieu of his baton, he may give formal recognition to the tercentenary spirit, when he appears as guest conductor of the Boston band, by using the key.

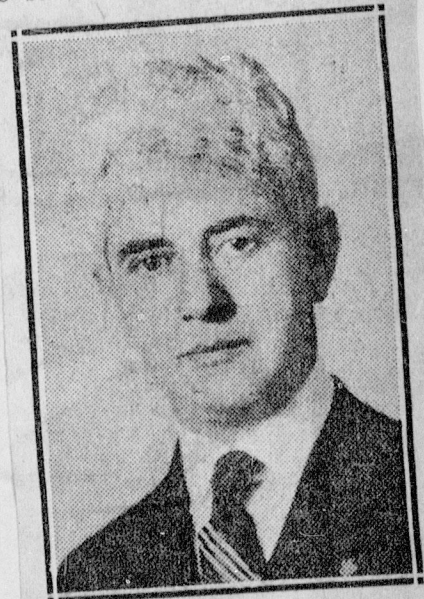
After leaving City Hall, Goldman attended a luncheon given in his honor by Mrs. A. Lincoln Filene at the Copley-Plaza. A representative group of Bostonians were present at the luncheon.

Urges Adoption of Municipal Band

That Boston adopt a band equalling the Boston Symphony Orchestra, was strongly urged by Edwin Franko Goldman, New York bandmaster and conductor of the Guggenheim concerts in that city, at a luncheon given in his honor by Mrs. A. Lincoln Filene, at the Copley-Plaza today. Mr. Goldman is staying at Mrs. Filene's home in Westwood. The guests at the luncheon, besides Walter Smith, conductor of the Tercentenary municipal band, included representatives of the city and press.

In commenting upon the forming of such a band, Mr. Goldman said that it could be done through the support of the city or by private donations. He expressed the opinion that there are enough public-spirited citizens in Boston to have this realized. Though it costs \$300,000 to stage the Guggenheim concerts during the summer in New York, he said he believed Boston could enjoy the same sort of entertainment at one-half the cost of that in New York.

Mr. Goldman said that his enthusiasm for Boston to have a concern band was aroused by the fact that in Boston were to be found the best wind instrument



Edwin F. Goldman

players in the world. "We surpass the world in bands," he said, "and this country was also the first to bring about the formation of concert bands." He spoke very highly of musical training for school children throughout the country. At a recent national contest in Flint, Mich., where he and Commander John Phillip Sousa were judges, Mr. Goldman said, some of the bands performed better than many professional organizations.

Mr. Goldman said that Boston will be the scene of the 1931 convention of the American Band Masters Association, of which he is president. At that time, he said, new compositions would be heard and the composers, who have already gained world fame, will be on hand to conduct their works. It is the object of the association at the present time to bring about an international instrumentation.

5 GLOBE 9/5/30

TERCENTENARY IN EAST BOSTON CALLED OFF

Mayor Curley Tells Committee It Would Detract From Celebration Here Sept 17

East Boston's tercentenary celebration is off.

This startling announcement, at least for residents of that part of the city, was made early this afternoon by Daniel J. O'Connell, general chairman of the East Boston committee, following a conference in City Hall at noon today with Mayor James M. Curley and his committee.

This action terminates a lively controversy relative to the position of chief marshal of the parade.

The affair was called off at the suggestion of Mayor Curley, who told the committee that he thought it was inadvisable to hold any local celebration on Sept. 13, as he believed it would detract from the "big show" scheduled in the city Sept. 17. On the other hand he urged the East Boston section to join in the city's celebration.

This sudden turn in affairs came after the East Boston committee waited on His Honor to enlist his sup-

port in obtaining funds from the Public Celebrations Department for the Noddle Island program. The Mayor told the delegation that there were no surplus funds for local celebrations and stated that all available money would be used for relief of the large and growing army of unemployed.

Chairman O'Connell and his committee held a brief meeting and informed the Mayor that they would comply with his suggestions. The committee further stated that it would suspend further arrangements for a local celebration and parade Sept. 13, and that all donations and subscriptions tendered for that purpose would be returned to the donors.

The delegation which waited on the Mayor, besides Chairman O'Connell, included Thomas Fitzpatrick, John W. Sampson, Julius Stone, Mrs. Joseph Coyle, Cornelius J. Donahue, Joseph P. O'Rourke, George E. Noyes, William J. Alexander, John Gehm, Edward DeSimone and Leo McDonald.

AMERICAN 9/5/30

LOGAN'S SON TO BE DAD'S AIDE

Edward L. Logan, Jr., is going to serve as aide on his father's staff in the Boston tercentenary parade, Sept. 17, together with a group of 200 of the city's illustrious leaders in every walk of life, although he is only four years old.

The youngster will ride in a carriage, establishing what is believed to be new record in municipal functions. Lieut.-Gen. Edward L. Logan, as chief marshal of the great military and civic demonstration, will be mounted on a thoroughbred charger at the head of the line, followed by Brig.-Gen. Charles H. Cole as chief of staff, and the most prominent array of aides to march at the head of a parade here.

Prizes totaling \$1000 for visiting firemen and their wives participating in the great parade were offered yesterday by Mayor Curley. The mayor was informed by Chairman George Y. Berry of the firemen's division in the parade that the tercentenary procession will be featured by the greatest assembly of firemen in the history of New England, including the red-shirted veterans of many hand tubs.

STREET PAVING CONTRACTS LET

Mayor Curley has approved the award of a contract, amounting to \$16,988.20, for a bitulithic surface on Harrison ave., between Dover st. and Broadway, as part of his downtown improvement program.

The contract was awarded to the lowest bidder, Samuel J. Tomasello, who will also provide recut granite block paving in Minot, Wall and Cotting sts. in the North Station area for \$10,000.

For sheet asphalt paving in Arborborough, Ardmore and Sidney rds. as well as Plainfield st., all West Roxbury, he approved a contract of \$21,921.75, awarded to Dooley Brothers, Inc.

For \$11,625 the New England Construction Co. will repair the garbage disposal wharf at Atlantic ave., and for \$10,895, Anthony Cefalo will lay sewer pipes in LaSalle st., West Roxbury, under contracts awarded yesterday.

TRAVELER 9/5/30

Fog Delays Visitors' Boat in Reaching Boston from New York

A group of 200 distinguished barristers, representing England, Scotland, France and the Irish Free State, were today the guests of the city, state, and the Boston Bar Association.

The visitors were more than three hours late in reaching here because of a heavy fog encountered along the coast, shortly after the boat left New York. A slight change in the original program was necessitated.

Fireboats sent up steams of water, and harbor craft shrieked a welcome to the noted jurists.

The party was taken in buses and taxicabs to the State House where they were received by Gov. Allen in the Hall of Flags. Headquarters of the delegation will be at the Statler Hotel.

The visitors were met at India wharf by a group of Boston lawyers, headed by George R. Nutter. A few days ago they attended the annual meeting of the American Bar Association held in Chicago.

Gov. Allen speaking at the reception to the distinguished guests said:

"Other distinguished guests of our commonwealth have in the passing days assembled here to read the story that these flags may tell, to catch the echoes from these silent walls, to receive the greeting of Massachusetts through the voice of its chief executive.

TRIBUTE TO GUESTS

"No visitors within our land have ever had a more earnest, sincere and respectful welcome than is extended you.

"Not as aliens or strangers have you come. The accents of your speech give life to our own. The vigor and justice of your laws find voice in the judgments of our courts. The vital elements of your jurisprudence are animate in our own. The unfaltering faith of our colonial ancestors in that frame of government that assured liberty to all men under the law here inherited and matured gave birth to our American republic.

"The eager hospitalities of our people are heartily extended to you. State and city open their homes and hearts to you. Round about you, north, west and south, you may traverse the paths that your own ancestors trod."

LORD TOMLIN REPLIES

The Rt. Hon. Lord Tomlin, on behalf of the guests from England, Ireland and Scotland responded to the Governor's address of welcome. Maitre Leon Netter, confidential chief of cabinet in the French ministry of justice acted as spokesman for the French delegation.

From the State House the party proceeded to Faneuil hall where they were extended the greetings of the city by Mayor James M. Curley. Here too a number of the visitors gave brief addresses.

CURLEY'S ADDRESS

Mayor Curley said, in part: "This is certainly an unusual occasion. Jurists from England, France, the Irish Free State and Canada do us a

Noted Jurists Here as Bar Ass'n Guests

**Governor and Mayor Welcome
Distinguished Visitors
From Abroad**

Reception by Curley

**Commonwealth Is Host at
Luncheon Served in
Armory of Ancients**

Two hundred distinguished European jurists, among whom are many eminent judges, lawyers, members of Parliament and king's counsels from France and the British Isles, arrived here shortly before noon today on the steamship New York of the Eastern Steamship Lines, and will remain for three days as guests of the Boston Bar Association. Fog at the Cape Cod Canal delayed the party's arrival from New York until late in the morning, but the program for their reception was carried out as arranged, and the visitors were welcomed by Governor Frank G. Allen in the Hall of Flags at the State House immediately upon their arrival. A committee of the Bar Association, headed by George R. Nutter met the party at India Wharf.

Governor Allen's Welcome

In his address of welcome, Governor Allen said, in part:

"Other distinguished guests of our Commonwealth have in the passing days assembled here to read the story that these flags may tell, to catch the echoes from these silent walls, to receive the greeting of Massachusetts through the voice of its chief executive," said Governor Allen.

"No visitors within our land have ever had more earnest, sincere and respectful welcome than is extended to you.

"Not as aliens or as strangers have you come. The accents of your speech give life to our own. The vigor and justice of your laws find voice in the judgments of our courts. The vital elements of your jurisprudence are animate in our own. The eloquence of your ancient orators are flamed again upon the lips of their descendants here. The unfaltering faith of our Colonial ancestors in that frame of government that assured liberty to all men under the law here inherited, and nurtured gave birth to our American Republic.

"From the gallant sons of France who first explored our northern forests, and traversed the uncharted streams, that opened the coasts of new inland seas, and who, with the saintly heroes of their church looked first upon the land where now millions of our prosperous people dwell, have come a vast and splendid

part of our national domain. By the storied waters of the Mississippi and by the sunlit shore of the Gulf, still linger the traditions of old romantic France, of Champlain, of LaSalle and of Pere Marquette. Here and there within our soil may still be found in bloom the white, undying lilies of France. Often in the speech of our people some idiom may be caught of the language of a splendid history of heroism and of a noble faith; some phrases of the institutions of Justinian, or of the Cede Napoleon still faintly echo in the archives of the old New Orleans. To the valor of France on sea and land, in the days of our dawning independence we owe that debt of gratitude which has never passed from our memory or from our affection."

Greeted by Mayor Curley

Following their call at the State House, Mayor James M. Curley was to greet the guests at Faneuil Hall, after which the

Reception by Mayor

Dignified simplicity, with a touch of the unconventional, marked the city's official greetings to the visiting jurists this afternoon in Faneuil Hall. The city combined with the State to do honors on this occasion, and the bar of Massachusetts lent added prestige by its distinguished representation.

While the main body of visitors and local celebrities assembled in the hall to await the arrival of Mayor Curley, members of the Massachusetts bench met in a side room and gave an informal reception to a few of the justices from abroad. Then a few of the representatives of the foreign group were seated on the platform and as the justices of the Massachusetts Supreme and Superior Courts were escorted forward to meet them the band played the Boston College song "For Boston."

While waiting for the mayor the band played "It's a Long Way to Tipperary," which stirred the appreciative audience to hearty applause as the doors swung open and Mayor Curley came marching down the aisle with Governor Allen on his right, and Lieutenant Governor Youngman, President Bacon of the Senate and other State officials and military officers following.

Ceremonies that followed were exceptional in their style and brevity. Thomas A. Mullen, acting as chairman, pounded for order. Turning to Mayor Curley, he said:

"I have the honor to announce that the guests of the city of Boston have arrived."

Quickly rising to greet his guests Mayor Curley delivered a brief and most appropriate address.

The response from the visitors was even shorter. George Daumas, who occupied a seat next to Governor Allen, rose and took a step forward, raised his gray hat to his chest and with a gracious bow said:

"I thank you most heartily."

Again Thomas A. Mullen pounded the table, declaring that the official proceedings were at an end.

What terminated at this gesture was the municipal part of the occasion, and Herbert Parker, in the name of the Commonwealth, spoke from the floor, announcing that the State would now assume the role of host, and would serve luncheon upstairs in the armory of the Ancients, two flights up, where covers were laid for about 300.

Curley Finds Law Makes for Common Brotherhood

Mayor Curley, in a brief speech of wel-

come to the delegates, spoke in part as follows:

"This is certainly an unusual occasion. Jurists from England, France, the Irish Free State and Canada do us a great honor in visiting the city of Boston, particularly at a time when we are celebrating the Tercentenary of the birth of constitutional government on American soil, and, as mayor of Boston, I take more than ordinary pleasure in welcoming you, your wives and other members of your families, to this historic city. I know of no better way of cementing the various peoples on the earth into one great family, and of realizing the dream of Tennyson—that there shall be a federation of the world and a parliament of man—than to have those who are engaged in the pursuit of law meet one another from time to time, sit down at the same table, break bread with one another, and discuss questions of serious moment, the solution of which makes for the reign of law the world over, and for the attainment, perhaps in the remote future, of a world peace.

"We realize that the civil law is the foundation of the jurisprudence of all modern European nations and customs, and together with the old feudal law, is the basis of the common law of England, and that it is a large ingredient of the law of Scotland; and we realize further that the common law, together with the statute law, is the law in vogue here in the United States of America, with the exception of a few parts where civil law is still the rule. And, therefore, we all meet on a common ground, and are devoted to the principle that the law, whatever form it take, is the thing which makes for a common brotherhood.

"We welcome you to this historic city, in which we take no uncommon pride, because we feel that here the arts and sciences have been cultivated in a way that has been the admiration of the rest of the country, and, we hope, of the entire world. We have built up here a system of education which has been proposed for imitation all over the land and even beyond seas, and we may be pardoned for feeling that we have furnished our people a law-abiding citizenship, an aristocracy of education and a happy, contented people.

"We welcome you to a city of more than historic value. It is a very hive of commerce and industry. Its port sends out vessels laden with merchandise to all countries of the globe. While it takes more than ordinary pride in its history, which for three hundred years has been only another name for the march of freedom, it is not ever looking backward but straight forward into the future, the character of which it has in its hands to make.

"I say to your lordships, your honors, ladies and gentlemen from England, that we glory as much as you do in the names of Coke, Littleton, Glanville, Craton, Sir Matthew Hale and William Blackstone, of the elder days, and in the names of Mansfield, Eldon and Parke, in more recent times. These were the great builders of the law in which we all rejoice so much today. We beg our visitors from France to remember that, so long as memory last, we shall hold in grateful remembrance your outstanding citizen and friend of liberty, Lafayette. We assure our brethren from the Irish Free State that we study even today with keen interest the Brehon laws, which from very ancient times maintained peace among a contented people, and were not wholly superseded by the common law of England until 1641. And to our Canadian brethren what more can we say than that we hope that the pleasant relations which have existed now more than a hundred and fifty years between the people of Canada and the United States may con-

Curley Offers Prizes for Veteran Firemen

To assure the participation in the Tercentenary parade of the largest number of red-shirted firemen ever assembled in New England, Mayor Curley has offered prizes totalling \$1000, the money to be split as follows:

For the largest number of uniformed men in parade, \$250; second largest number, \$175; third largest number, \$125; fourth largest number, \$75; engine coming the longest distance from Boston, \$100; second longest distance, \$50; oldest engine, \$50; oldest engine built in Massachusetts, \$25; best looking engine, \$50.

Chairman George P. Berry of the firemen's parade committee has the active assistance of Thomas F. McGeary, president of the New England Firemen's League; John F. Cutter of Newburyport, vice president; Philip A. Tague, Charlestown veterans; Martin F. Cavanaugh, Roxbury veterans; John H. O'Brien, Jamaica Plain veterans and Daniel J. Looney.

An invitation to all permanent firemen to participate in the parade has been issued by Chiefs John O'Hearn of Watertown, James Casey of Cambridge, William C. Mahoney of Peabody, George L. Johnson of Waltham, Captain John H. Day of Lynn and Fire Commissioner Harry Hardin of Revere.

Big Street Job for South Boston

One of the largest street surfacing contracts of the year was that granted to M. F. Gaddis today for the laying of sheet asphalt on East Eighth street, South Boston, between Dorchester street and K, and on East Third street, between H and M streets, for \$88,782.

There was much complaint during the previous administration that this locality had been neglected and months ago Mayor Curley promised relief at an early date. The streets are heavily traveled and are important arteries. They have a direct bearing on traffic which will be benefited by the widening of Summer street and the L Street Bridge. The contract goes to the lowest among eleven bidders, there being a difference of \$16,151 between the low and high bid.

Anawan avenue, West Roxbury, another important artery, will be resurfaced with bitulithic and the sidewalks will be improved with granolithic by J. C. Coleman Sons for \$22,000.

A. G. Tomasello will provide asphalt and new granolithic sidewalks for Dorchester avenue, from Victor street to Hallam; for Bullard and Stanton streets, at a cost of \$25,000.

Airport Program Opens Before Crowd

Dressed for the occasion with fair skies and hundreds of visitors, the Boston Municipal Airport became a center of attraction as the three-day Tercentenary celebration opened this afternoon. Promptly at 1.30 a formation of heavy planes took off from the field, to be followed a few minutes later by a nine-ship formation of other commercial craft. Before this formation was under way, the number of spectators had already increased by leaps and bounds as if the first formation had been a huge assembly call.

Following the policy of keeping business going without interruption, the first plane was the regular Colonial Ford Trimotor piloted by Edward Wedderdon, closely followed by a Colonial Sikorsky piloted by Owen O'Connor and another Ford Trimotor of the New England and Western Transportation Company, piloted by H. C. Heising. In the commercial formation, led by Harry D. Copeland, operations manager of the Curtiss-Wright Flying Service Corporation in a Travel-Air plane, were the following pilots: Adolph Baxtrom and William Canner of Curtiss-Wright, Crocker Snow, Charles Emerson and Louis Parker of Skyways; Emerson Carpenter, John Polando and Maryan Freiter of the East Coast Aircraft Corporation.

Signs have been placed about the airport telling the visitors how to reach various points of interest as well as explaining the destinations of the ships, and what the various kinds are. More than fifty ships of all kinds, varying from the midget Moth to the heavy trimotored and military craft, are on display along the taxi line. Many comments have been made regarding the appearances of the airport, with its shrubbery and lawns at the approach, the hard-surfaced taxi strip and hangar yards as well as the neatly kept buildings. In each of the structures special displays have been arranged for the benefit of visitors. Among them is a display of twenty-eight scaled models, showing many military types of ship, has been put on at Curtiss-Wright.

At the conclusion of the formations, visitors to the airport were given an opportunity to see Boston from the air. Following the period of passenger hopping, later this afternoon, will be the first of the two trophy events. This will be an altitude race to 5000 feet, with the following contestants: Joseph Barber, Curtiss Wright in the Cessna 300 horsepower monoplane; Tom Croce in a Travelair biplane; Val Chick in a Robin; Crocker Snow in a Wasp Stearman and Charles Emerson in a Wright Stearman.

At the end of this race Mayor Curley and Park Commissioner William T. Long gave addresses of welcome. The final contest of the afternoon will be an accuracy race, landing to a mark, in which Adolph Baxtrom and William Tanner will complete in fledglings, Fred Ames in a Robin, Tom Croce in a Waco, Gus Ham in a Davis, Val Chick in a Robin, Henry Horn in a Kittyhawk, Charles Emerson in a Kittyhawk, Louis Parker in a Stearman. Events today will conclude with the parachute jump of Harold Kramer of the United States Army. The arrival of James Hazlip in the Shell Mystery Travelair is expected late this afternoon, when the little red and yellow single-seated monoplane, which makes better than 240 miles per hour, will put on a one-man air circus.

TRAVELER 9/5/30

L Street

A TRAVELER reader asked us if we would protest against the closing of the L street bath house on September 15. Hitherto the bath house has been kept open for men throughout the year.

This recreation center is under control of the board of park commissioners, headed by a man to whom the entire country looks for good example, Chairman William P. Long. The other members of the board are also persons of vision and fine intelligence.

The appeal from our reader had so much merit that we were puzzled by this seeming injustice until we made inquiry.

The park commissioners have been authorized to replace the antiquated structure at L street with a model bath house costing \$350,000. September 15 is the regular date for closing city bath houses, with the exception of the men's section of L street.

The L street house must be torn down before the new one can be erected. Mayor Curley and the park commissioners realize the inconvenience to the patrons but very wisely conclude that it is better that work be given to scores of men in the tearing down of the old and the building of the new structures than that relatively few persons be permitted to prolong their pleasure.

The reader who protested to us agrees now that this is the right step. We publish the facts in the interests of honest understanding of the situation by all the people.

MAYOR AT OPENING OF AIR SHOW SAYS BOSTON TO BECOME AVIATION CENTER

City Not to Let Plane Industry Slip Through Its Fingers as Business Men Let Auto Manufacturing Go West—Races Get Under Way

Boston does not intend to ignore aviation, as business men and financiers of this city failed to recognize the possibilities of the automobile, according to Mayor Curley, in an address to the thousands that attended the opening of the Boston Air Show, aviation's contribution to the Tercentenary observance, yesterday afternoon at the Boston Airport.

The Mayor told of the possibilities of the airport in making Boston a center of the aviation industry, because of its proximity to Europe, and of the enthusiasm of the people here, and he also declared that the present administration plans to do everything possible to further the industry here.

Sees Real Future

"We have in Boston a real future for navigation of the air. No labor, time or money will be spared in developing our airport and making it the best in the world."

Mayor Curley told how the State grudgingly transferred Governors Island to the city as a part of the city plan to enlarge the present airport, and explained to his audience how the officials of the city are experiencing the red tape of the Federal authorities in trying to secure permission to fill in the flats out to the island in this enlargement program.

He said: "The acquisition of Governors Island will give an area of approximately 2600 acres, almost two miles into the ocean, a great area possible of aviation development. No plane, now in use, or in the future, will be too big to land here. On Governors Island we plan to erect a mooring mast for dirigibles and we also have in view a landing base for the largest seaplanes constructed by planning to dredge a 40-foot channel alongside. With our \$16,000,000 traffic tunnel to be erected, it will be possible in time to come to have breakfast in Boston, lunch in Paris, eat dinner in Alexandria and be back to work the next morning."

Mayor's Address

"This air show," said the Mayor, "is something unique and unusual in the life of Boston. We have the best airport in the United States right here and we have the realization of the importance aviation is to play in the life of America."

"We do not intend to allow this coming industry to go West, such as was the case in the failure of Boston business men and financiers of this city to develop the automobile here."

"The Boston area is ideal for the development of aviation, not because we have the best mechanics in this vicinity, but because of our proximity to Europe and this makes the Boston Airport more advantageous than any other in the United States."

"What was true in the case of the automobile was equally true in the development of the radio and rayon industries. Notwithstanding the fact

that the manufacture of rayon is better in Massachusetts than any other community because of the climatic conditions, it is being produced below the Mason and Dixon line.

Large Crowds Gather

"With an eye to the future and the realization of what we have lost in the past we hope aviation to be a ranking New England and Massachusetts industry, providing employment to the countless numbers of our citizenship."

The address of the Mayor, together with the altitude race and landing-to-mark race, were the outstanding features of the opening of the air show.

From as early as 9 o'clock the large crowds began to gather at the airport and remained until long after nightfall, taking advantage of the reduced rates offered by the operators and passenger services for hops about the city and examining the various hangars and their exhibits.

The show was officially opened at 1 o'clock when Capt Albert L. Edson, superintendent of the airport, and Capt H. N. Carlson, chairman of the contest committee, signaled for three multi-motored planes to take to the air and tour the city. These planes, a tri-motored Ford owned by Colonial Air Transport Company and piloted by Edward J. Wetherdon, and another tri-motored Ford of the New England and Western Air Transport, piloted by H. C. Heising, and a Sikorsky amphibian, owned by Colonial Air Transport and piloted by Owen O'Connor, fell into formation in the air and covered Greater Boston.

Altitude Race First

They were followed by three formations of commercial planes, three planes in each formation from Curtiss-Wright Flying Service, Skyways, Inc., and East Coast Aircraft Corporation. These formations participated in an aerial parade and thrilled the thousands who closely watched their skillful maneuvers.

The first prize feature of the afternoon was the altitude race in which five planes took off together in a race to gain an altitude of 5000 feet. The planes to participate in this race were Joe Barber of Curtis-Wright in a Cessna powered by a Wright J-300, Crocker Snow of Skyways in a Wright 225 Stearman, Jack Langley of Pittsfield in a similar plane, Thomas Croce in a Travelair, and Val Chick in a Curtiss Robin.

After receiving the starting signal Snow was the first to leave the ground and he continued a steady climb with only one or two turns. Chick was unable to bring his Robin into the climb necessary for him to be a factor in the competition so he dropped out. Croce found himself in the same position as Chick, but he continued the race and was hopelessly beaten.

Joe Barber, having a much higher powered plant in his plane, climbed the height to victory in several turns, the spectators being informed of the

fact by Lieut Clyde Jakway and Capt Clarence E. Hodge of the 26th Division Aviation, both aloft at 5000 feet in a National Guard Douglass plane, who discharged Very flares as each contestant reached the prescribed altitude. Crocker Snow finished a close second. Barber's time was 4 minutes 2-5 seconds and Snow's 4 minutes 7-5 seconds.

The landing to a mark contest, for which two trophies were awarded, was won by Crocker Snow, who brought his Stearman to a landing within six feet of the mark. Thomas Croce was second, landing his Travelair 19 feet 3 inches from the mark.

Others participating in this contest were Mrs Theodore Kenyon, the only woman participant in yesterday's events; William Tanner and Adolph Backstrom of Curtiss Wright, Gus Ham, Val Chick, Henry Harris of the Boston Flying Club and Charles Emerson and H. Parker, both of Skyways.

The only disappointments of the day were the failure of Sergt Harold Kramer of the regular Army to make his scheduled parachute jump last evening because of the ground winds and gusty conditions, and the non-appearance of Jimmy Haizlip, famous stunt and speed pilot. Haizlip was scheduled to arrive shortly after the opening of the show, but weather conditions held him up at Cleveland. Capt Edson received a communication that Haizlip will arrive about 11:30 this morning in the Travelair Mystery Plane owned by the Shell Gasoline Corporation. This plane is capable of developing a speed of well over 200 miles an hour.

Actress Thrills Crowd

While the crowd was awaiting the formal opening of the show, it received quite a thrill when Miss Ervel von Alsdorf, a German musical comedy actress, alighted from the Colonial plane from New York, dressed in blue silk pajamas. She spent the day in Boston and will visit Cape Cod over the week-end before she returns to New York.

Capt Archibald Campbell of Station 7 had 28 patrolmen and a sergeant on duty throughout the day. Regular airport attaches were aided in directing the crowds to the various exhibits by Troop 2, East Boston, Boy Scouts, under the leadership of Scoutmaster Paul C. Disario.

The program for today is given over mostly to the Regular Army and National Guard, and promises to furnish thrills galore to the crowd that is expected to be present. There will be speed and altitude races, demonstrations of dropping supplies by parachute from a plane, radio communications from plane to ground, tow-target practice, parachute jumping, and the day will be climaxed by an aerial attack on the airport by the 26th Division Aviation, with the 1st Corps Cadets defending the flying field with their anti-aircraft guns and searchlights. This will take place at 8 o'clock tonight.

GROBE 9/6/30

BAR BANQUET CLOSES BIG DAY FOR JURISTS

Foreign Visitors at Hotel Statler Function Friendly to Boston But Wary of Baked Beans

At the close of an active day, during which they were guests of Gov Allen and Mayor Curley and visited various historical shrines and museums, the English and French jurists who are visiting in this city were guests of the Boston Bar Association at the Bench and Bar dinner of the association at the Hotel Statler last night.

The hotel ballroom was jammed full with members of the association and guests, who heard Justice Talbot of the English delegation and M. Leon of the French delegation tell how the visit had added to the regard and confidence in this country abroad by personal friendships and understanding.

Herbert Parker, president of the Boston Bar Association, presided and introduced George R. Nutter, former president of the association, as toast master.

New Day More "Glorious"

The menu was a New England short dinner, but the baked beans and brown bread had a wary reception from the visitors. Although most of them tasted it, the beans drew took large helpings.

Justice Reviews Trip

Justice Talbot gave a brief review of the delegation's travels in the United States. He said that it would be, of course, a great source of happiness to get home and that it was also a wealth of pleasurable satisfaction in the visit here.

He spoke of the tour by Buffalo, Detroit and Chicago, cities "teeming with life, radiant with prosperity and decorated with large and imposing buildings laid out with exquisite taste. And in all the cities, and more notably in New York, we have been struck by the splendid audacity of that school of American architecture that has sprung up to meet the new needs of the city."

And of Boston he said that it was full of historical associations and that the visitors, on every turn, were reminded of what "I choose to call the common homeland of us all."

M. Netter, who represented the French delegation, said in part:

"Our two Nations have always had a common ideal and have lived in a perfect union of understanding and accord. They have thought, acted and fought together. They esteem one another and they love one another. When mourning comes upon one of them the other feels it also."

Irish Justice's Dig

A moment later Mr Justice Henry Hanna of the Irish Free State, comparing his Government as the last patterned on the English Constitution with the American Government, the first patterned on that Constitution, said, "So we are much the same except that we have not your amendments. I had been resolved on my return to Ireland to write a book on the warmth of the greeting extended to us here and the wonders of our trip, but I have decided instead to confine my work to an article on your American minerals, particularly Canada Dry and White Rock."

Gov Allen and Mayor Curley shared honors as hosts to the gathering in Faneuil Hall. When the guests arrived they entered the assembly hall when Emmett O'Brien and his Cecil Fogg Post Band entertained them. Mayor Curley was introduced by John T. Scully, director of the city's Publicity Bureau, and he extended the formal welcome of Boston. On the platform with the Mayor were Gov Allen, Lieut Gov Youngman, Herbert Parker, Chief Justice Arthur P. Rugg of the Supreme Judicial Court and Justices Edward P. Pierce and William Cushing Wait; Judge James M. Morton Jr of the Federal bench, Maitre Leon Netter of the French bar, Rt Hon Lord Tomlin and Rt Hon Lord MacMillan with Sir William J. Bull, Bart, and Sir John Simon of the Indian Commission.

Welcoming the guests to Boston Mayor Curley said in part:

For Table Discussion

"I know of no better way of cementing the various peoples on the earth into one great family, and of realizing the dream of Tennyson—that there shall be a federation of the world and a parliament of man—than to have those who are engaged in the pursuit of law meet one another from time to time, sit down at the same table, break bread with one another, and discuss questions of serious moment, the solution of which makes for the reign of law the world over, and for the attainment, perhaps in the remote future, of a world peace."

At luncheon in the Armory, Herbert Parker, chairman of the Massachusetts Bay Colony Tercentenary committee, introduced Mayor Curley again to present souvenirs to some of the visitors. To Lord Tomlin the Mayor presented a key to the city of Boston, assuring him that the presentation was really the wish of the Mayor of Boston and not a hoax, as happened when the last key was presented to an Englishman. The Prince of Wales, by an unknown secretary, one Lafayette Mulligan. The visitors evidently had

Mayor Curley then presented the canes cut from a 200-year-old tree which grew on Lexington Green, where "the shot heard round the world" was fired, according to Mayor Curley, to Rt Hon Lord MacMillan, Sir John Simon, Justice Hanna and Maitre Leon Netter. As he was presenting the cane to Maitre Netter of France, a crooked stick, Mayor Curley drew it back with the remark, "The way things are going over across I think you'd better have a heavier stick than this." The audience roared as Maitre Netter was presented a thick bludgeon, and the crooked stick, similar to the one carried by Sir Harry Lauder, was then presented King's Counsel Leadbetter, a Scot. To each guest was presented a special edition of the Massachusetts Law Quarterly and a Tercentenary Art Book.

Gov Allen's Speech

"By the gracious invitation of His Honor, the Mayor, representing the city of Boston, the doors of Faneuil Hall, the forum and tribune of the liberties of the Massachusetts Commonwealth, have been gladly opened for your welcome and reception," said Gov Allen, opening the reception following lunch. "This assembly hall of the Ancient and Honorable Artillery Company, the oldest military organization of our Colonial history, has by like generous sentiment of its officers and men been offered to the Commonwealth, and to you, as a place for your reception and entertainment."

"The welcome that Boston extends to those whom she most wishes to honor speaks in most ardent sincerity from the heart and in the voice of one who knows and feels every emotion, every sentiment of the city. Himself the guardian of its ancient faith and history, the defender of its welfare today, the prophet of its splendid future, I present to you my friend, His Honor James M. Curley, Mayor of Boston."

Taking the floor for the third time the Mayor related to the gathering the historic significance of Faneuil Hall in old and modern times.

Sir William J. Bull, Bart, one of the leading lawyers of England, was the first speaker among the guests.

Speaking lightly, Sir William revealed the one thing that had impressed him most in America. It proved to be the motorcycle escorts, with their six-shooters and cartridge belts, which rushed the jurists through the streets, emitting sounds like screaming babies, which frightened all from their paths.

Justice Is Ball Fan

Justice Henry Hanna, for the Free State, one of the King's Counsel at the Bar of England, Benchers of the King's Inn, Ireland and Sergeant-at-law, told the gathering that he would be very brief because he wanted to see the "baseball match." The love of the Irish for Boston was his topic and he pointed out that in no city do the ideals and views of Ireland find readier hearing or warmer acceptance.

Maitre Jean Paul Antoine George Daoumas of the Paris Bar and the Middle Temple, a military veteran who served from Aug 6, 1914 to the end of the war and was once wounded, an interpreter in the United States Army in 1918, and wearing the Croix de Guerre was the last speaker. The many French decorations and ribbons worn by members of the military present at the luncheon brought from Maitre Daoumas a tribute to the "Yanks," and the song that won the heart of France, "Over There."

George H. Montgomery, King's Counsel, represented the Canadian Bar Association in the absence of one of its members.

5000 Hear Curley at Opening Of Tercentenary Air Meet

Mayor Tells of Plans to Expand Airport— Parade of Planes and Stunt Flying Viewed —Aerial Attack on City Tonight

Governors Island, equipped with a mooring mast for dirigibles and a 40-foot channel for sea planes, will become part of the Boston airport, according to plans outlined yesterday by Mayor Curley speaking at the opening day of the three-day tercentenary air meet. About 5000 attended.

This will be put into effect, the mayor said, "when the federal government, enmeshed in red tape, transfers Governors Island to the city."

Mayor Curley warned Boston business men not to let the aviation industry slip through their fingers in the way he said they lost the automobile, radio and rayon industries to other parts of the country.

This section with its skilled mechanics, he said, is best fitted as an airplane manufacturing centre and Boston, with its proximity to Europe, is an ideal spot as a world centre for aviation.

PERFORMS DARING STUNTS

With perfect flying weather prevailing the air meet got away literally to a flying start. Scores of spectators, suddenly air-minded by the sight of planes taking off and landing safely, took advantage of the low rates in effect during the meet to soar over the city and harbor.

Hundreds were disappointed when Jimmy Haizlip, famous stunt pilot, was held in the middle West by storms which prevented his attendance yesterday at the air meet with his speedy Shell "Mystery Travel-air" that thrilled thousands at the Chicago air races.

Haizlip will arrive at the airport about 11:30 this morning in his air racer that does 200 miles an hour while he flips it upside down and whizzes over airports.

In the absence of Haizlip yesterday thrills were provided by the stunting of Joe Fluit of the Wachusett Airways. Fluit took his Moth aloft about noon and performed rolls, loops and spins that caused the throng to gasp.

The first event on the program was

a formation of huge multi-motored ships. They roared over Boston in formation. The procession of big ships was led by Owen "Chuck" O'Connor in a Sikorsky amphibian followed by tri-motored Fords piloted by H. C. Heising of the New England and Western and Edward J. Wetheren of the Colonial Airways.

After the big ships there was an aerial parade of nine planes, three each from the East Coast Aircraft Corporation, the Curtiss Flyer Service and Skyways, Inc.

The most spectacular event of the day was the race of commercial planes to an altitude of 5000 feet. Joe Barber flying a Cessna was first to climb a mile in four minutes, four and two-fifths seconds. Crocker Snow in a Stearman was second, just three seconds behind Barber. As Barber's motor had 300 horsepower and Snow's only 225, the latter's performance was the more remarkable.

In the "dead stick" landing contest, Crocker Snow got his revenge, landing his Stearman only six feet from the mark. Barber in his Travel-air was second.

AIR ATTACK ON CITY

Mrs. Teddy Kenyon, the only aviatrix to compete in the contests of the day, took part in the landing event. She set her sport Arrow down perfectly, but was short of the mark. Next week she will try to add a commercial license to her private license.

The parachute jump by Sergt. Harold Kramer at 6:30 was postponed on account of adverse winds.

Today the military planes, including regular army and national guard, will give an elaborate program of races, formations, aerial combats and other events.

Tonight at 8 o'clock there will be an air attack upon the Boston airport by the 101st observation squadron with the 1st corps cadets manning searchlights and anti-aircraft guns.

PARKING RESTRICTED NEAR PUBLIC GARDEN

Alternate Rule Adopted for Beacon-St Section

Effective next Monday, all-day parking on the Public Garden side of Beacon st, between Charles and Arlington sts, long a choice spot for motorists who grabbed the space early in the morning, will not be permitted.

As a result of new rules announced yesterday by the Boston Traffic Commission, Beacon-st space at that point will be given over to alternate parking. This means that no parking will be allowed on the Public Garden side at all from 1 a m to 1 p m and during the hours from 1 p m until 1 a m cars must park with both right wheels to the curb instead of parking at an angle.

Other changes effective Monday follow:

No parking will be allowed on the northerly side of State st, from Washington to Congress, but alternate parking will be permitted on State st from Congress to Merchants Row.

On Stuart st, north side, from Columbus av to Huntington av, where parking is now prohibited, alternate parking will be allowed; no parking on Stuart st between Church and Arlington sts.

Alternate parking will be allowed on Boylston st, northerly side from Massachusetts av to Hereford st; on Charles st, westerly side, from Cambridge st, and on Shawmut av, easterly side from Cobb st to Compton st.

Prince st, from Commercial st to Hanover st, will be discontinued as a one-way street while the section on Prince st, Lafayette av to Hanover st, will be made one-way.

HERALD 9/6/30

NEGROES CLOSE SERIES OF EVENTS AT TRIBUNE

The singing of the national anthem at the tribune on the Common last night brought to a close the series of events which have been given there almost nightly since the city of Boston began its official observance of the celebration of the tercentenary period.

Last night's event, the 30th on the schedule, attracted thousands, and they were generous in their applause in appreciation of the endeavors of the Negroes of Boston to give a portrayal of the advancement of the race and the part they played in the progress of America.

The program was carried out under the direction of Mrs. Dorothy Richardson. She was assisted by Mrs. Dorothy Wood, Mrs. Eleanor Trent Wallace and Granville Stewart. The city's representatives in general charge were Philip O'Connell, director of public celebrations; Miss Doris M. Celley, who is connected with the community service, and Eva Whiting White of the mayor's committee.

Mayor Curley was represented by Assistant Corporation Counsel Julian Rainey, a Negro.

Conta

publican state committee all were quick to issue statements of sympathy and to point out that any opposition they may have had to his candidacy is not based on personal grounds.

CANCELS RADIO ADDRESS

Fitzgerald spoke over the radio Saturday night against his doctor's orders. He will cancel his radio address scheduled for tonight.

Fitzgerald is the second Democratic candidate for a major office to be taken ill in the primary this year. The other being former Congressman Joseph F. O'Connell, a candidate for senator. O'Connell is now much better and is still in the senatorial race.

One connection between the Fitzgerald announcement and the senatorial race is the fact that recently John F. Coolidge among the senatorial candidates.

It is an open question as to what extent the Democrats will follow Curley's advice and vote for Fitzgerald anyway. No doubt Fitz will get a number of sympathy votes. Some leaders, however, such as Mayor Murphy of Somerville, who is personally friendly with both Ely and Fitzgerald but pledged himself to Fitzgerald before Ely became a candidate, may now feel justified in turning to Ely.

CALLS CURLEY DICTATOR

Birmingham's statement said that Curley is attempting to assume the role of dictator, that he "flouts the voters as usual" and that if the nomination should be left to the state committee they would be likely to choose Peters if not Ely.

After saying that Curley "would override the wishes of former Mayor Fitzgerald and the members of his family," Birmingham goes on to say that the Mayor would "substitute the ablest man in the Democratic party for Governor." Of course Mr. Curley's innate modesty prevents him from naming the 'ablest man in the Democratic party.' Is he running out on Allen now? He has already run out on Whipple and Logan. Mr. Curley's proposition is an insult to the intelligence of the Democratic voters of Massachusetts.

Birmingham concludes by saying that he is a better friend of Fitzgerald than Curley.

Fitzgerald's Condition Very Satisfactory, Says Hospital

Ex-Mayor John F. Fitzgerald, who has been forced to give up his campaign for the Democratic nomination for Governor as a safeguard to his health, was reported in very satisfactory condition today at Robert Breck Brigham Hospital.

He is being attended by Dr. Sara Murray Jordan, specialist, who stated that the patient is greatly in need of rest. No visitors will be allowed for several days, she said.

The withdrawal of "The Little General" from the political arena was on advice of physicians and at the pleadings of the family. The ex-mayor is 67 and the fire of energy. He went to the hospital Thursday, there until Saturday night, when he spoke over the radio, and then returned to the institution.

Automobile Insurance

CORPORATION COUNSEL SILVERMAN, representing the city of Boston at the hearing on automobile liability insurance rates held at the State House is right when he says that Commissioner Brown should have made recommendations to the Legislature tending toward a more equitable insurance system.

Commissioner Brown's duty is not simply to get along as best he can in the face of constant pressure from the insurance companies. He should not assume that the present system must continue to exist. He, more than any other office holder, presumably knows about automobile insurance and its intricacies. He should lead the people out of a chaotic situation.

We do not agree with Mr. Silverman when he advocates a plan under which a man would be obliged to take out no insurance until such time as he has had an accident. The Boston Traveler believes in compulsory liability insurance. Further, we were the first to advocate compulsory property-damage insurance. But the Traveler does believe that the present method is wrong.

There is much talk about a demerit system. Let us have no demerit system unless we have a merit system. And while we are about it, let us get to the basis of a just arrangement of zone rates. In a year we have a certain number of accidents. Rates are fixed in accordance with the place in which the car is garaged. Boston pays a high rate because her drivers are in a large number of the accidents. But it is not fair to fix rates on that alone. What is the ratio of poor drivers in Boston as compared with the total number of cars garaged here? And what is the ratio in Gosnold, which enjoys the lowest rate, in proportion to the total number of cars garaged there?

It is entirely possible for a town to have 10 per cent. of its drivers inefficient and yet pay a smaller rate than a city in which less than 1 per cent. of the drivers figure in accidents.

SO. BOSTON MAN IS REGARDED AS LOGICAL CHOICE

**Democrats Divided as to Merit of Mayor Curley's
Suggestion That Fitzgerald Be Nominated for
Governor and Compromise Candidate Named if
Ex-Mayor's Health Forces Retirement—Ely's
Backers Confident John F.'s Action Spells
Victory for Westfield Man.**

By DONALD E. WAUGH

John F. Fitzgerald's technical withdrawal from the Democratic gubernatorial race because of his health brought confusion into the Democratic camp today.

With the primary only a week away, the uncertainty of the situation is acute because it is legally and mechanically too late to have Fitzgerald's name taken off the ballots. The time for filing withdrawals expired some weeks ago. The distribution of the printed ballots to distant sections of the state began last Friday.

GEN. LOGAN FAVORED

Fitzgerald was still at the Robert Breck Brigham Hospital today. There it was stated that his condition is "very satisfactory" but he will not be allowed visitors for several days. He needs a complete rest, attending physicians said.

The suggestion of Mayor Curley that the voters still mark their ballots for Fitzgerald and then have him decline the nomination after the primary, so that the Democratic state committee could then pick a strong candidate, caused widespread comment today and brought the name of Lt.-Gen. Edward L. Logan of South Boston strongly back into the gubernatorial picture. Logan is now director of the White fund.

Logan is understood to be favorable to running as a compromise candidate. There are also suggestions of former Mayor Andrew J. Peters and Sherman

L. Whipple, as possible compromise candidates in case of a vacancy.

ELY'S BACKERS HOPEFUL

Those unfavorable to the Curley suggestion believed today that the Fitzgerald withdrawal will be favorable to the candidacy of Joseph B. Ely of Westfield.

Under the law the names of Fitzgerald, Ely and John J. Cummings must remain on the ballot.

Ely supporters were so confident today that their candidate will now be nominated that they refused to listen to any talk of compromise.

ELY'S STATEMENT

Ely today issued the following statement:

"It was with sincere regret that I learned last evening that my opponent, Mr. Fitzgerald, had found it necessary to withdraw from the gubernatorial race on account of ill health and upon the advice of his family and physicians.

"Mr. Fitzgerald is to be praised for the candor of his statement telling the Democratic voters of Massachusetts that his withdrawal is absolute and final. Of course, his statement releases Mr. Curley from his campaign promise of 1928, and it is now simply a question of moving forward to take the first line Republican trenches. We must

not forget as Democrats that the primary campaign is the first step in the battle to win the state for the Democratic party.

"Necessity requires that the fight move on and that we advance and take up our position in this contest to make our party in Massachusetts a liberal, wholesome and constructive statewide democracy. We propose to move on. Nor is the fighting for the party of the people to be manipulated by the machinery of politics into a choice of a candidate by a committee of a few. Let the ballots determine your choice. Such was the verdict of the Worcester conference."

Representative Leo M. Birmingham of Brighton, minority leader of the Massachusetts House of Representatives, today issued a caustic statement attacking the Curley suggestion.

Troublesome as the situation is to the Democratic camp, it had its effect among Republican circles today. They had prepared for a Fitzgerald nomination against Gov. Allen and their whole campaign strategy has been in that direction.

All that Gen. Logan would say today was: "My particular interest at the moment is putting over the biggest and best parade Boston and New England have even seen. Of course I deeply regret the illness of John F. Fitzgerald."

COMMITTEE OPINION

Henry E. Lawler, chairman of the Democratic city committee, issued a statement saying that the position of the committee remains the same, and it will continue to support Fitzgerald so that Mayor Curley's plan may be followed. He called upon Ely to withdraw for a harmony candidate.

Chairman Frank J. Donahue of the Democratic state committee said: "As the situation stands today the Democratic party has two candidates in the field for Governor, and I don't see where the state committee fits into the picture just now."

A current report, one to the effect that Senator Walsh would now support Ely, was discounted today by two considerations: First, Walsh has steadily refused to take any part in the primary contest; secondly, it was stated at his home in Clinton that the senator had left Saturday for Cuba and it is not known when he will return.

Former Lt.-Gov. Edward P. Barry predicted many weeks ago that Fitzgerald would withdraw before the race was over. He said: "He is absolutely worked out."

RECALLS INCIDENT OF 1925

The Fitzgerald statement came with startling suddenness. Although he had done practically no campaigning the past few weeks his headquarters had insisted this was due to his belief that he was sure of the nomination and wanted to conserve his energies and resources for the later campaign. As late as yesterday afternoon one of his sons told this to the Traveler and went on to list six or eight places where his father would speak last night.

Although it has been a long time since there has been a development as dramatic as this one in Massachusetts politics, the thoughts of the political observers today were taken back to a night in the early stages of the 1925 Boston mayoralty battle. Political writers of the Boston papers gathered at the Quincy House to receive from Fitzgerald a formal statement of his entry into the mayoralty race. Instead much to their surprise, they were handed a statement to the effect that his health would not permit him to run.

Ely, Cummings, Daniel H. Coakley independent senatorial candidate who has been attacking Fitzgerald, and Chairman Amos L. Tavior of the Re

BACKS ELY IN FIGHT FOR GOVERNOR

Candidate Brands Mayor,
John F., Lomasney "Political Racketeers"

By BERT FORD

Branding Mayor Curley, John F. Fitzgerald and Martin Lomasney "the three political racketeers," Daniel H. Coakley, independent candidate for United States Senator, burned up the ether last night with a sizzling radio address, in which he told Democrats that "Fitzgerald's nomination insures the selection of Allen," and urged the nomination of Joseph B. Ely, for governor.

"Curley knows Fitzgerald can't be elected and tells everybody so," Coakley stated. "If after the things that Fitz has said about Curley for 20 years Fitz really believes Curley wants him to be governor, then John F. is in a very bad way indeed, and I am sorry."

SEES AID FOR SMITH

"If you vote for Ely you are voting for a man who, if nominated, will be in the governor's chair when Alfred E. Smith's fight is on in 1932, and Ely will be found on the firing line for Governor Smith in places where Smith votes are needed, as he was in the dark days of 1924."

Coakley charged that Curley wanted Allen to win so that "in 1932, when Curley is to be the Moses of the party, he may succeed his friend Governor Allen."

Eight more "intimate political chats" are promised by Coakley over the radio, the second of which goes over WBZ tonight.

FOSS OPENS UP

Former Governor Eugene N. Foss, candidate for the Democratic nomination for United States senator, in a radio speech last night over Station WNAC dared Butler and Draper, the Republican candidates, to defend the Smoot-Hawley tariff bill. He referred to the measure as a "plundering" tariff bill, citing the excessive rates levied on food products.

"I never have and I do not know how to carry on a campaign of slander and mud-slinging. I have always had an issue and I have never attempted to run on my shape."

"The unemployment situation is alarming, but what can be done? To start our factories we must have markets for our products. We, here in New England are dependent for our livelihood on our industries."

BRENNAN IN DORCHESTER

"We have no great farming country back of us as they have in the Middle West, from which our people can draw their support. Everything possible should be done to preserve our New England industries and to insure their future prosperity."

Former State Senator James H. Brennan, Democratic candidate for the governor's council, at rallies in Neponset and Dorchester, last night reviewed his political career. He said he had been promised the support of labor organizations because of his loyalty to labor while in the Legislature.

Former Dist. Atty. Thomas C. O'Brien, candidate for the Democratic nomination for United States Senator, in an address over the radio said:

"The real object of the primary campaign is not to determine which candidate can spend the most money. I cannot match dollars with my millionaire opponents, but I can point to a record of public service five years more than the service rendered by all of them put together."

BOSTON TO GET 3 OLD SPOONS

By T. C. WATSON

Universal Service Special Cable

London, Sept. 6—The British city of Boston will give to her American sister city three antique silver spoons bearing the British Boston's coat of arms.

These will be presented to Mayor James M. Curley of the Massachusetts city by Councillor Reuben Salter, Mayor of the British municipality, who will leave England today aboard the Cunarder Ascania, with a party who will participate in Boston's Tercentenary celebrations. Mayor Salter said:

"Our British city of Boston was once the possessor of the finest example of municipal silver plant in the world, more than 1000 years old, but a succession of municipal changes leaves us with only six genuine antique silver spoons on which our city's coat of arms is embossed."

"We are taking three of these spoons over to present to the famous Massachusetts city."

"The spoons are of the early 17th century, and coincide with the earliest progressive date of Boston, Mass. I am looking forward to a great time on my first visit to America, and am glad that the first city I visit will be a sister city to my own."

English Mayor Has Gifts for Boston

Party Sails for Tercentenary Celebration, Sept. 14-19, as Guests of City

Boston, Lincolnshire, England, Sept. 6 (A.P.)—Bound for Boston, Mass., to attend the Tercentenary celebration there, Councillor Reuben Salter, mayor of this city, embarked today on the liner Ascania.

"Our Boston has more than one thousand years of history," Mayor Salter said, "but we are very proud of our 300-year-old protege in the New World. It will be my first visit to America and I am looking forward to the trip."

Others in the party sailing today included Councillor E. A. Bailey, deputy mayor, and Mrs. Bailey.

Among the party's luggage was a large trunk holding the mayoral robes and chain decorations. A gift to the American city will be made by Mayor Salter, who will present three Georgian spoons, which were the property of the English town until two hundred years ago, when an extravagant city administration sold them. Prominent families of Boston have had the spoons in their possession until recently, when a city administration repurchased them.

TRAVELER 9/6/30

SETTLEMENTS FOR TUNNEL \$1,782,630

Figures given out today by the transit commission show that actual and tentative settlements for property taken for the approaches to the new East Boston tunnel total 74 per cent. of the property affected.

Actual settlements amount to \$1,782,630; tentative settlements, \$545,050. Owners of property assessed for \$804,140 have not conferred with the transit commission.

The settlements are on the 10 per cent. above assessed valuation plan.

AMERICAN 9/6/30

Governor Allen Backs Buy Now Club Plan

Governor Allen today became a member of the BUY NOW CLUB of the Boston Evening American.

He believes that necessities should be purchased now, not deferred, because buying now will stimulate business and relieve unemployment.

On the streets, in trolley cars and steam trains, everywhere people are talking of the BUY NOW campaign. Many are joining the BUY NOW CLUB and will spend a few dollars more each week than at present, satisfying their personal and household needs, aiding the return of prosperity.

MAYOR CURLEY STARTS

The ball that was started rolling on Labor Day by Mayor Curley in his speech embodying this sound economic idea and is gathering momentum.

John F. Towle, general chairman of the New Haven Railroad branch of the Brotherhood of Maintenance of Way Employees, called on Mayor Curley yesterday afternoon and informed the mayor that his organization has endorsed the plan to put money in circulation.

"Meetings of all locals have been called for the purpose of urging every member to co-operate," said Towle, who lives at 21 Bromley pk., Roxbury.

Gov. Allen is of a different political faith than the mayor, but he is too big a man to close his eyes to sound doctrine uttered by a leader of the rival party.

GOVERNOR ACTS

"The day after my friend, the mayor, made his speech, I suggested to my wife that now would be as good a time as any to buy our child's winter outfit," said the governor.

"Mrs. Allen agreed heartily and

the articles have now been purchased. How much did I spend? Well, never mind, but it was a lot more than \$20.

"However, it isn't the amount that one spends that counts. The point is that everybody who has a regular job and can afford to, should buy for his needs and the needs of his family and household at this time."

NON-PARTISAN

The movement is non-partisan and no one is exempt from the truth of the statement that by spending we help ourselves, by creating work for others, we make our own livelihood more secure—by relieving unemployment and stimulating industry, we hasten the return of America's great, normal prosperity.

The BUY NOW CLUB is an organization of those who declare they will spend \$1, \$2 or \$3, or perhaps more, a week, in addition to what they now spend for those things they need, but were going to buy "later." Prices are highly favorable to the buyer now. Why wait?

Governor Allen, in joining the club, and signing the coupon which appears in this newspaper, also sent the following letter to the Boston Evening American:

MAYORS JOIN

"The Buy Now Club organized by the Boston Evening American receives my hearty endorsement. There is no doubt that business can be greatly stimulated by increased buying, and thereby help to relieve the unemployment situation. I am glad to become a member of the Buy Now Club."

Mayors of several Greater Boston cities and other individuals of public prominence have joined, but perhaps more important still, from the rank and file of the people of Massachusetts and New England come assurances of their co-operation.

There is no obligation that goes with the coupon and no name will be published where a request is made to withhold it, but by sending in the coupons, those who intend to spend will help to spread the movement.

Mayor Patrick J. Duane of Waltham and Mayor John J. Murphy of Somerville are among the public officials who joined today.

Mayor Duane said: "Now is the time to buy and build. The plan of the Boston American is a mighty good one. I am practicing what I advise and I have advised my son, who has recently returned from the Philippines, to buy that suit of clothes that he was talking of getting, right away."

Among others who signed up were Warren E. McCarthy, automobile dealer of Lowell st., Somerville; Manuel F. Colt, barber, of 271 Highland st., Somerville; Henry J. McHenry, of Central rd., Somerville, and Atty. Thomas F. Fitzpatrick of City sq., Charlestown.

TRAVELER 9/6/30

Salter and Party Sail on Ascania, Bearing Tercentenary Gift

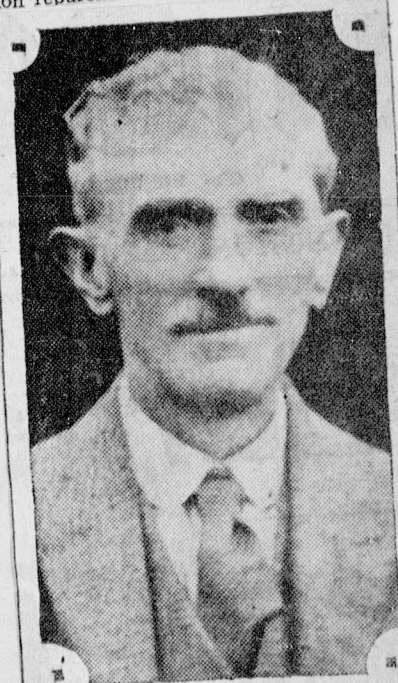
BOSTON, Lincolnshire, England, Sept. 6 (AP)—Bound for Boston, Mass., to attend the tercentenary celebration there, Councillor Reuben Salter, mayor of this city, embarked today on the liner Ascania.

PROUD OF PROTEGE

"Our Boston has more than 1000 years of history," Mayor Salter said, "but we are very proud of our 300-year-old protegee in the new world. It will be my first visit to America and I am looking forward to the trip."

Others in the party sailing today included Councillor E. A. Bailey, deputy mayor, and Mrs. Bailey.

Among the party's luggage was a large trunk holding the mayoral robes and chain decorations. A gift to the American city will be made by Mayor Salter who will present three Georgian spoons which were property of the English town until 200 years ago, when an extravagant city administration sold them. Prominent families of Boston have had the spoons in their possession until recently when a city administration repurchased them.



REUBEN SALTER

Contd

in town made it clear that they would work vigorously for the most favorable consideration of his claims to a State committee nomination, in case Mr Fitzgerald must have a substitute.

While naturally feeling sympathy with Mr Fitzgerald in his plight, the Ely forces lost no time in adjusting themselves to the entirely changed situation, and this noon, over Mr Ely's signature, the following statement, calling upon Boston and up-State Democrats to rally behind the Ely banner for victory, was issued by Mr Ely at his Copley-Plaza headquarters:

Ely Issues Statement

"It was with sincere regret that I learned last evening that my opponent, Mr Fitzgerald, had found it necessary to withdraw from the gubernatorial race on account of ill-health, and upon the advice of his family and physicians.

"Mr Fitzgerald is to be praised for the candor of his statement, in telling the voters of Massachusetts that his withdrawal is 'absolute and final.'

"Of course his statement releases Mr Curley from his campaign promise of 1928 (to support Mr Fitzgerald), and it is now simply a question of moving forward to take the first-line Republican trenches.

"We must not forget as Democrats that the primary campaign is the first step in the battle to win the State for the Democratic party. Necessity requires that the night move on and that we advance and take up our position in this contest to make of our party in Massachusetts a liberal, wholesome and constructive State-wide Democracy.

"We propose to move on. Nor is it fitting for the party of the people to be manipulated by the machinery of politics into a choice of a candidate by a committee of a few. Let the ballots determine your choice. Such was the verdict of the Worcester conference."

"Silly," Says Cummings

John J. Cummings, remaining candidate with Mr Ely for the Democratic Gubernatorial nomination, issued a statement denouncing the proposal that Mr Fitzgerald be nominated in spite of his withdrawal and severely assailing Mr Ely. His statement follows:

"The withdrawal of Mr Fitzgerald is absolute and final. Any suggestion that the voters nominate him is silly and would not be in accord with his wishes. Our self-constituted leaders apparently can never reconcile themselves to the fact that under the primary law the voters are the ones to decide who shall be their nominees. The leaders dislike the primary and are always ready to circumvent its spirit.

"Ely should withdraw from this contest. My exposure of his power trust connections have made it impossible for him to be the nominee of the party of Gov Smith, David I. Walsh, Gov Roosevelt and other leaders, who say that the paramount issue this year is the power trust and who say that the same issue will be the dominant one in 1932.

"As to my fitness to be Governor of this State, I have been a practicing lawyer for 26 years. I have tried hundreds of cases in the Superior and Supreme Court of this State and in the United States Courts. I was a member of the Legislature for two terms. I was appointed by Gov Walsh on the recommendation of Hon Louis D.

Brandeis, now Justice Brandeis of the United States Supreme Court, on the commission appointed to investigate the apparent scheme of insurance companies to put the State company organized under Gov Foss to write compensation insurance out of business by temporarily lowering rates."

"Hello, Gov Logan"

Judge Logan declined comment this afternoon upon the possibilities or probabilities of his substitution by the State committee conference for Mr Fitzgerald in case the latter is nominated in the primary.

But Judge Logan is known to have had a 10-minute conference with Mr Curley in the latter's office, early this forenoon. And when Judge Logan in his official capacity later attended a conference in the executive chamber relating to a Newbury-st land taking, a dozen persons in attendance heard Judge Logan say "Hello, Mr Mayor!" to Mr Curley, and heard Mr Curley smilingly reply to Logan: "Hello, Gov Logan!"

Later Judge Logan made a formal statement, saying: "My particular interest at the moment is in putting over the best and biggest parade ever held in Boston or New England (on Boston Day). Of course, I deeply regret the illness of John F. Fitzgerald."

Mr Curley also held conference in the forenoon with Asst Dist Atty Daniel J. Gillen and Ex-City Treas John J. Curley, the Mayor's brother. These men are president and treasurer, respectively, of the Tammany Club of Roxbury, the Curley political organization. Their visit led to speculation as to whether the club, in a meeting scheduled for tomorrow night at Hampden-st headquarters, might adopt ringing resolutions in favor of Mr Fitzgerald's nomination.

Senator Walsh is enjoying a fortnight's vacation with friends in Cuba, and will not be back in Boston for at least 10 days, having left this city last Friday. And, upon his return, he is pledged to go very soon to Montana, to help his embattled namesake, Senator Thomas J. Walsh, in his reelection campaign.

Basing their judgement upon his attitude toward interfering with the function of the primary as it was made known at the Worcester conference, leading Boston Democrats did not believe that Mr Walsh would be inclined to project himself at present into the present dilemma of his party.

The present political contest aside, Mr Walsh has always been friendly to Mr Ely. But Mr Ely's "quarrel" at this moment is with Mr Curley, the strongest political force in Boston.

Mr Curley's attitude in the current situation is no doubt somewhat influenced by his own well-known aspiration to make the contest two years hence for the Democratic gubernatorial nomination. The present issue between these two men is regarded as signaling the "irrepressible conflict" that has so long existed between the Boston and the up-State Democracy, and this fact gives added interest to each development toward its present settlement.

EX-DIST ATTY O'BRIEN PRAISES FITZGERALD

"Mr Fitzgerald has saved our party and his opponents from any embarrassment by retiring from the campaign for Governor," declared Ex-Dist Atty Thomas E. O'Brien, candidate for the Democratic nomination for United States Senator, at a rally in Day sq.

East Boston, at noon today. Continuing, Mr O'Brien said: "I wish to express my sincere regret at the illness of Hon John F. Fitzgerald. I hope he will soon be restored to his old-time vigor. I have, on many occasions, expressed the same sentiment for one of my opponents in the Senatorial contest, Joseph F. O'Connell. Mr Fitzgerald has saved our party and his opponents from any embarrassment by retiring from the campaign for Governor."

BUTLER SPEAKER REGRETS FITZGERALD WITHDRAWAL

Ex-Mayor William E. Weeks of Everett, speaking to the 500 persons at the Butler open-air rally in Pemberton sq., expressed the sympathy of the William M. Butler forces to Ex-Mayor John F. Fitzgerald of Boston, who, because of impaired health, has been forced to quit the contest for the Democratic gubernatorial nomination. He classed Mr Fitzgerald as one of the most militant leaders of the Democratic party in the State, and said that, while they differed in politics, there were no Republicans but that were sorry because Mr Fitzgerald had to step out of the contest.

MAYOR TALBOT RAPS CURLEY'S SUGGESTION

FALL RIVER, Sept 9 (A. P.) — A suggestion by Mayor James M. Curley of Boston that the Democratic voters of the State nominate John F. Fitzgerald of Boston for Governor, despite the latter's announcement of withdrawal because of ill-health, was opposed in a statement today by Mayor Edmond P. Talbot of this city, vice chairman of the Democratic State committee. Mayor Curley had suggested that in the event Fitzgerald was nominated he could then withdraw and the candidate be chosen by the Democratic State committee.

Mayor Talbot said: "As vice chairman of the State committee, I would certainly be opposed to a hand-picked candidate, as suggested by Mayor Curley. Either one or the other of the two candidates remaining in the field can carry on the campaign for Governor in a dignified and honorable manner.

"Both Mr Ely and Mr Cummings are able and sincere Democrats, and the Democratic voters of Massachusetts have more rights in the selection of their candidates for Governor than any single individual in the Commonwealth, no matter what high office he might hold.

"Any attempt at a choice in any other manner than in accordance with primary law and justice to regular candidates would spell defeat for the Democratic party in the November election."

MAYOR DESIRES SUBSTITUTE NAMED

City Committee Chairman Calls on Ely to Quit, Too

Joseph B. Ely of Westfield will redouble his efforts to capture the Democratic gubernatorial nomination and Mayor Curley is expected to exert himself strenuously to bring about the nomination of John F. Fitzgerald in the primary a week from today, notwithstanding the latter's withdrawal.

These were the two sure promises looming out of the fog of consternation and uncertainty which so suddenly enveloped the Democratic cause this morning, at published announcement of the Fitzgerald withdrawal.

Mr Fitzgerald was reported this afternoon to be resting comfortably at the Robert Brigham Hospital, where he is to remain for about a week. But those closest to him politically professed to be uninformed as to whether he is likely to supplement his withdrawal announcement with a further statement.

Obviously, this statement would be upon the point of whether Mr Fitzgerald now wished the voters to mark their primary ballots for him or for Mr Ely or for John J. Cummings of Boston, who still remains in the race.

This point was unmentioned in Mr Fitzgerald's statement this morning, and it will readily be seen to be the nub of the situation. Mr Curley, to whom Mr Fitzgerald's action was as unexpected and surprising as it was to most of the party's rank and file, was quick to spot this omission and act to cover it.

Asks Ely to Quit, Too

The only outward development of the day that might be taken as an indication of Mr Fitzgerald's present state of mind toward the situation came in the way of a statement from



EX-MAYOR JOHN F. FITZGERALD

Chairman Henry E. Lawler of the Democratic city committee.

In this Mr Lawler called upon Mr Ely to withdraw himself from the contest. The city committee will join the Curley forces in attempting to bring about Mr Fitzgerald's nomination, Lawler indicated, and sometime soon after the primary the State committee and Senator David I. Walsh would discuss the names of the likeliest Democrats and agree upon one who could be drafted to make the run instead of Mr Fitzgerald to defeat Gov Allen.

Chairman Lawler's statement, which some politicians thought doubtless was inspired by the Fitzgerald forces, is as follows:

"The unfortunate illness of Ex-Mayor Fitzgerald is to be regretted by all and is a further proof of his unselfishness and loyalty to the Democratic party. Mr Fitzgerald's entire political life has been given to assist

others. It was against his own wishes, as well as those of his dearest friends, that he consented to become a candidate at this time.

"The position of the Boston city committee remains the same. Our only desire is to demonstrate our loyalty to the Democratic party and to refute the statements of those well-meaning but ill-advised statesmen who always assail Boston.

"Mr Ely, who proposed that the Democrats in conference should suggest the name of the candidate for Governor, now has an opportunity to show his sincerity and withdraw from the contest and agree that the State committee, with which I am in no way connected, shall substitute the candidate for Governor, Mr Ely's recent alliance with Mr Coakley, the assassin of characters, who has left the Democratic party, makes it impossible for the Boston Democrats to give him serious consideration.

"The city committee will continue its campaign on behalf of Mr Fitzgerald and nominate him. The understanding is that the Democratic State Committee and Senator David I. Walsh shall in conference name the candidate that we can all support and bring Democratic victory to Massachusetts in this Democratic year."

Statement by Donahue

Mr Curley is probably as uncertain as anyone as to just what subsequent action Mr Fitzgerald may take. And even if Mr Fitzgerald were nominated in the primary, despite his withdrawal from the contest, Mr Curley would find himself confronted by stiff opposition within the Democratic State committee in putting through his program of having the committee substitute a gubernatorial candidate for Mr Fitzgerald.

Chairman Frank J. Donahue made this certain by stating late this afternoon:

"There are still two candidates in the field for the Democratic gubernatorial nomination. I see no occasion for the State committee's taking action until after the voters have registered their will at the polls next Tuesday."

Logan Curley's Favorite

Other State committee leaders declined to be quoted, but there are positive indications among them of a preference for other candidates than Chairman Edward L. Logan of the White Fund. Judge Logan is commonly understood now to be Mr Curley's favorite in substitution of Mr Fitzgerald, in case of the success of the plan of securing the primary nomination for Mr Fitzgerald.

The name of Ex-Mayor Andrew J. Peters is again being projected by his friends into discussion of possible substitutes for Mr Fitzgerald, in case of the latter's nomination. Mr Peters is today cruising from North Haven toward Boston, bringing his family back home.

But his friends among the politicians

GLOBE 9/6/30

PROPOSE TUNNEL JOIN WITH EAST BOSTON TUBE

Elevated Trustees Favor Through Route From Brookline Village Under Huntington Av

A rapid transit tunnel from Brookline Village, with a connection with the East Boston Tunnel for direct travel, is the plan put forward today by Mayor Curley, at a conference with officials of the Boston Elevated Railway and the Boston and Metropolitan Planning Boards.

There was not the slightest objection raised to the plan for a tunnel under Huntington av as a continuance of the Boylston-st subway to a point near the Brookline line, but it early developed that a through tunnel, that would not be a dead end at Park st and would so connect as to make it a rapid transit affair through to East Boston without change, also would meet with the approval of the trustees.

The Boston Elevated trustees were in accord on a tunnel and the urgent need of one under Huntington av, and in a statement concerning estimates said that cost would depend largely upon route and whether or not the route ended at Park st or continued as a through route. The estimates range from \$12,000,000 to \$21,000,000.

Trustees' Statement

The statement of the trustees follows:

"The Board of Trustees is of the opinion that in the selection of the exact route, a route should be chosen which will attract the greatest number of riders, show the greatest net operating savings, will utilize to the fullest extent existing subways, and will become either at once or ultimately a

part of a through route which does not stub end at Park st.

"The board realizes that any estimates of construction cost will depend largely upon the exact route selected and whether for the time being the Huntington-av route is ended at Park st or continued as a part of a through route. These estimates range from \$12,000,000 to \$21,000,000.

"The selection of the route is an engineering detail which undoubtedly can be agreed upon between the various parties in interest. The fundamental question to be determined before any subway construction is authorized is where the burden of the cost shall fall. If a fixed rental is to be imposed it should not exceed the operating savings effected by the new rapid transit line, as the revenues of the Elevated do not warrant the assumption of any increased burdens by the car rider. If the rental is to be indeterminate, depending upon the earnings of the road, then the financial plan provided for in the Governor's legislation is worthy of careful consideration.

"Under either plan a part of the cost must fall upon taxation.

Governor-Sq Tunnel

Mayor Curley, in opening the conference, said that the Governor-sq tunnel promises to be completed in one-half to two-thirds of the time estimated and he believed that the group of citizens

MAYOR TO REVIEW 1ST CORPS CADETS TOMORROW

The annual review by the Mayor of Boston of the First Corps Cadets will be held on Boston Common tomorrow afternoon at 5:50. The regiment will assemble at the armory at 5:30 and march to the Common. Following this review Mayor Curley will make a short address to the regiment. Lieut Stanley N. Juhe, Battery A, 211th C. A. (First Corps Cadets), M. N. G., will act as aid to the Mayor, and a detachment from Battery A in dress uniform will act as the escort.

The active corps looks for a large turnout of former members and members of the overseas 101st Engineers.

WOULD KILL COMMON TREES

Underground Garage Not Feasible Says Col. Gow

Trees on Boston Common would wither and die if any scheme to build a huge subterranean garage for Boston parkers is carried into effect, according to an opinion expressed by Colonel Charles R. Gow, noted engineer, former postmaster and chairman of the Metropolitan Planning Commission to a Post reporter.

"I see no solution in any such plan to relieve congestion in Boston. The cost would be tremendous. Parking rates would be much higher than those now charged by garages in the business area. They would be so because of the tremendous investment required for erection of such an underground garage, and it would be hardly possible to construct more than two levels," he said.

POST 9/6/30

BIG FREIGHT CONFERENCE

Ocean, Rail Traffic Ex- perts Here Tomorrow

For the first time, the regular monthly meeting of the United Kingdom-Continental Freight conference, in which all the lines operating in transatlantic service are included, will be held here tomorrow, at the invitation of Mayor Curley. Delegates from all the Atlantic seaports in the United States and Canada, about 40 in all, will make up the assemblage, comprising ocean and rail traffic experts, who will discuss matters pertaining to transoceanic rates.

The visiting delegation will be tendered a luncheon at the Copley-Plaza by the city of Boston and Mayor Curley is expected to attend and deliver an address in which he will urge upon them co-operation with himself and local marine interests in securing more favorable treatment for the port of Boston on cargoes, particularly grain, from the Middle West for export. This organization usually holds its gatherings in New York or Montreal, but this time, because of the tercentenary observance and the chance that Boston might benefit, the Mayor urged that it be held here.

PLAN FLOATS FOR E. BOSTON

Parade Promises to Be of Big Proportions

Plans for the tercentenary parade to be held in East Boston on next Saturday afternoon were formulated at a meeting of the council of the veterans' associations held last night in the headquarters of the Lawrence J. Flaherty Legion Post.

Commander William Flannagan represented the Flaherty Post, Commander Frank Scola the Orient Heights Post and Commander Maurice Cashman the Grady Camp, Spanish War Veterans.

It is expected that many legion posts, and auxiliaries as well as over 25 camps of Spanish War Veterans will be in the parade.

The council expects that the several civic organizations that had planned to enter floats in the parade to be held under the auspices of the citizens' committee but which was abandoned when it was found that the city would not provide funds for the parade will take part in the veterans' parade and thus ensure a division of floats.

Funds for the parade expenses are being raised by the Flaherty Post by means of a mardi gras conducted on the grounds adjoining the headquarters building.

A meeting of the Flaherty post has been called by Commander Flannagan for Thursday night to complete arrangements for the procession which is to start at 3 o'clock Saturday afternoon.

the chances of party success are so bright.

I need not say that I have never wavered in my support to the Democratic candidates and that the nominees on the State ticket will have all the support that I am able to give.

Reads Out Ely, Cummings

Mayor Curley's statement on the Fitzgerald withdrawal follows:

The announcement that former Mayor John F. Fitzgerald, owing to ill-health, will not be a candidate for the Democratic nomination for the governorship is to be regretted, not alone because his election was assured, but also because it was a reward which his long service to the party had earned him.

In the present campaign neither of his two opponents has demonstrated the capacity requisite to fill the position of governor of Massachusetts, and it is clearly the duty of the Democracy to nominate Mr. Fitzgerald.

In the event that Mr. Fitzgerald is accorded the nomination to which he is entitled, his withdrawal can be accepted after the primaries, and the Democratic State committee can then fill the vacancy.

The selection of an able, capable, outstanding Democrat will insure victory.

The duty of the Democracy is clear. Nominate John F. Fitzgerald, and permit the State committee after the primaries to substitute.

Confers with Curley

Prior to issuing his statement, Mr. Fitzgerald was in conference with Mayor Curley. The fact that Fitzgerald failed to express any preference in the matter of candidates gave ground for speculation that a plan may have been agreed upon by him with Mayor Curley to have the situation adjusted by the State Committee.

General Logan, further than to express surprise and deep regret that the former mayor was in poor health, declined to make any comment on the Fitzgerald withdrawal.

The Fitzgerald retirement recalls a somewhat similar situation in the 1926 primary campaign when Harry Dooley, after announcing his withdrawal, was nominated for lieutenant governor over Ely. Dooley made a subsequent official withdrawal and was replaced on the ticket by Mayor Edmund P. Taibot of Fall River, who was defeated in the election by Governor Allen.

Ely, Cummings, Coakley Sorry

Both Ely and Cummings joined Chairman Donahue in expressing regret over former Mayor Fitzgerald's condition. Retiring to the Copley-Plaza Hotel from a trip to Lawrence, Lowell and Waverley, Ely gave out the following statement:

"Word of Mr. Fitzgerald's withdrawal because of illness has just been brought to my attention. I am extremely sorry to hear it. Regardless of political considerations our man to man relations have always been most pleasant and no man in Massachusetts is more sorry for his misfortune than I am.

"I express my deepest sympathy to his family and friends. My fight has never been with Mr. Fitzgerald except insofar as it was necessary to create a democracy capable of winning the election in November. I know that Mr. Fitzgerald and the voters will recognize that in continuing the program mapped out for me as a primary program, they will know that I am simply carrying the fight to the Republican party."

The following statement was issued:

Mr. Cummings:
"I am very sorry to hear that Mr. Fitzgerald has been obliged by illness to withdraw from the contest. I wish him a speedy recovery, and extend my sincere sympathy to his family and friends. Although I differed with him on political grounds, there was no personal animosity between us. I hope that his return to health will be a quick one."

Daniel H. Coakley, who has declared for Ely as his choice for the gubernatorial nomination, made this statement:

"Personally, I regret very much Mr. Fitzgerald's illness and hope he will quickly recover. I am much distressed fearing that my political activities in being half of the next governor, Joseph B. Ely, may have contributed to the Fitzgerald attack. He's a good Democrat and will be a great help to Mr. Ely in the solidification of the Democracy after Mr. Ely's nomination which will triumphantly land Mr. Ely in the governor's chair."

Taylor Expresses Regret

Chairman Amos L. Taylor of the Republican State Committee, when informed of the Fitzgerald retirement, said:

"I regret to learn that Dr. Fitzgerald will not be allowed (by his physician) to continue. I am always sorry to learn that any one in public affairs is not enjoying the best of health, because it is a strenuous game at best. Of course, I cannot offer an opinion as to what the Democratic party might do in this emergency, but the Republican party is not very much interested, because no one in the Democratic party has the leadership, the experience, the far-sighted judgment or the confidence of the people as has Frank G. Allen."

FORCE POOR TO DIG FOR DOLE

Green Makes Charges at Council Meeting

Charges that public welfare officials were forcing the poor of the city to hire out as clam diggers under penalty of losing the dole, were made yesterday at the Council session by City Councillor Thomas H. Green of Charlestown.

He protested that the unfortunate men were sent out "like horses and old galley slaves" to dig clams in their bare feet at the South Boston mud flats, under an arrangement made by the overseers with a real estate man, who holds a State permit to dig clams in contaminated areas.

One man, he said, received but 12 cents for a tide's work of six hours, and another but \$1.19 under the threat that they would not receive their \$5 a week in poor relief from the city unless they accepted this opportunity to work.

Denial of the charges was made last night by John J. Kelley, in charge of the public welfare department at Charlestown street. He declared that the men were not told that they would lose the dole unless they went clam digging, and in no way were they threatened or coerced.

He stated that the employment bureau had sent in a requisition for 25 men to dig clams at 75 cents a bushel, but since it was hard work the officials allowed only those men to take the job who felt willing to do so.

Chairman Lawler Cautious on Ely to Withdraw

Chairman Henry E. Lawler of the Democratic City Committee of Boston, in a statement regretting the illness of John F. Fitzgerald, calls upon Joseph B. Ely to withdraw from the contest for the gubernatorial nomination and agree with the proposal of Mayor Curley that the State committee designate a candidate on the supposition that Fitzgerald will be nominated, despite his withdrawal.

The city committee, says Lawler, will continue to work for Fitzgerald's nomination and the understanding is that Senator David I. Walsh, in conference with the State committee, select the substitute for Fitzgerald. The Lawler statement follows:

"The unfortunate illness of former Mayor Fitzgerald is to be regretted by all and is a further proof of his unselfishness and loyalty to the Democratic party. Mr. Fitzgerald's entire political life has been given to assist others. It was against his own wishes as well as those of his dearest friends that he consented to become a candidate at this time.

"The position of the Boston city committee remains the same—our only desire is to demonstrate our loyalty to the Democratic party and to refute the statements of those well-meaning but ill-advised statesmen who always assail Boston. Mr. Ely, who was always in favor that the Democrats in conference should suggest the name of the candidate for governor, now has an opportunity to show his sincerity and withdraw from the contest and agree that the State committee, with which I am in no way connected, shall substitute the candidate for governor, since Mr. Ely's recent alliance with Mr. Coakley, the assassin of characters who has left the Democratic party makes it impossible for the Boston Democrats to give him serious consideration.

"The city committee will continue its campaign on behalf of Mr. Fitzgerald and nominate him, the understanding being that the Democratic State Committee and Senator David I. Walsh shall in conference name the candidate that we can all support and bring Democratic victory to Massachusetts in this Democratic year."

Curley Wins Fight On Island Boilers

Though Councillor Francis E. Kelly of Dorchester branded Mayor Curley's \$50,000 loan order for the repair of the boiler plant at Long Island Hospital as a "steal," and Councillor Peter A. Murray of Jamaica Plain insisted that the present boiler plant installed only last year at cost of \$180,000 is all right, there were only six votes in the City Council yesterday against the order. The four other councillors opposed were Messrs. Arnold and Curtis of the Back Bay, Gleason of Roxbury and Hein of Brighton.

There was a debate lasting two hours, in which the real trouble at the plant was said to be centered in the engineers. Councillor Hein remarked that State inspectors had not condemned the boilers, and Councillor Curtis, while agreeing with the mayor that repairs should be made, stated that he was forced to vote against the order because there was no itemized explanation. Institutions Commissioner James E. Maguire said the contract for repairs would be advertised and that no more money than was necessary would be spent. Councillor Norton declared that Professor Edmund Miller of M. I. T. favored the repairs.

Curley Seen as Dictator of Party

Proposal to Designate Fitzgerald's Substitute Arouses Immediate Opposition

G. O. P. Plans Upset

Party Leaders, Prepared to Fight Former Mayor, Must Rearrange Campaign Plans

By William F. Furbush

The bomb dropped on the political battlefield by John F. Fitzgerald in announcing his withdrawal, on the advice of physicians, from the Democratic contest for the gubernatorial nomination, in addition to causing confusion among the strategists in both the Democratic and Republican camps, re-emphasizes Mayor James M. Curley's leadership in the party. It also brings about the possibility that, indirectly at least, he will essay the roll of party dictator by insisting that the Democrats nominate Fitzgerald, whose name cannot be stricken from the ballot, and after the primary name a candidate upon Fitzgerald's retirement.

Fitzgerald's voluntary stepping out of the primary picture leaves Joseph B. Ely of Westfield and John J. Cummings of Boston the only candidates in the field for the nomination. Mayor Curley, however, at once disqualified both men, declaring that neither "has demonstrated the capacity requisite to fill the position of governor of Massachusetts."

The Curley suggestion has brought a speedy reply from Cummings who insists that the Fitzgerald withdrawal "is absolute and final," that any suggestion that the voters nominate him "is silly and would not be in accord with his wishes. Our self-constituted leaders apparently can never reconcile themselves to the fact that under the primary law the voters are the ones to decide who shall be their nominees."

Representative Leo M. Birmingham of Boston, an Ely supporter, also strongly opposes the Curley suggestion and declared today that the Curley plan was that of a "dictator."

Ely, Too, Voices Opposition

Ely, like Cummings, voices opposition to the Curley request, though in milder language. "Of course," said Mr. Ely this afternoon, "the Fitzgerald statement releases Mr. Curley of his campaign promise of 1928, and it is now simply a question of moving forward to take the first

step in the Republican trenches. It is not fitting for the party of the people to be manipulated by the machinery of politics into a choice of a candidate by a committee of a few."

Opposition also developed in Fall River where Mayor Edmond P. Talbot of that city, vice chairman of the State committee, declared he opposed "a hand-picked candidate" and asserted that any "attempt at a choice in any other manner than in accordance with primary law and justice to regular candidates would spell defeat for the party in the election."

Calls on Ely to Withdraw

Support of the Curley proposal, however, come from Chairman Henry E. Lawler of the Democratic City Committee of Boston, who called upon Ely to withdraw from the contest so that the State Committee, in conference with Senator David I. Walsh, may select a substitute for Fitzgerald if the latter is nominated. Lawler stated that the City Committee would continue to work for Fitzgerald's nomination.

The mayor's position gave rise immediately to a boom for General Edward L. Logan, former Mayor Andrew J. Peters and Attorney Sherman L. Whipple, to be designated by the State Committee if Fitzgerald is nominated in accord with the Curley plan and retires after the primary. Vigorous Curley opposition to Peters, however, would undoubtedly develop.

The Fitzgerald withdrawal creates one of the most baffling situations for the politicians in the history of the State. Mayor Curley's quick reaction more or less stunned the leaders in his party, who were quick to attribute a long-distance view by the mayor to the situation two years hence when he plans to enter the arena for the Democratic nomination for Governor.

Promised Support Two Years Ago

The mayor's support of Fitzgerald for the nomination, promised two years ago when both men became politically reconciled in the Smith presidential campaign, has been persistent all along. He has steadfastly refused to withdraw his support from Fitzgerald, even at the earnest pleadings some weeks ago by Ely. His steadfast backing of Fitzgerald has led politicians to the conclusion that some understanding may have existed between him and Fitzgerald that, if elected governor, Fitzgerald would retire at the end of one term to make the way clear for Curley.

The mayor's request that the Democratic electorate nominate Fitzgerald so that another may be designated later on to carry the party's banner would, if realized, unquestionably place him in the position of dictating the nominee. Commentators declare it both a daring and unusual move and at the present moment of confusion there is hesitancy in predicting the result.

The Fitzgerald withdrawal not only disrupts the program of the Democrats but that of the Republicans also. The Republican leaders, months ago, took it for granted that Fitzgerald would be the Democratic nominee. Plans for their campaign to re-elect Governor Allen were carefully outlined on the basis that Fitzgerald would be the governor's opponent.

The Republican leaders were confident of Allen success with Fitzgerald as the contender, and there were many who openly reasoned that Ely would be a more difficult Democratic opponent to

battle against. The Republican strategists now obviously must set about the task of outlining a different line of offensive, but with the handicap of uncertainty that would not obtain if the forecasters could see the way clear to the answer the Democrats will give to the new Curley move.

Donahue Silent on Suggestion

Chairman Frank J. Donahue of the Democratic State Committee declined to comment on the Curley suggestion. Mr. Donahue, however, is a close friend of General Logan and with the aid of the mayor, in the event of the Fitzgerald nomination, perhaps would be able to bring about the general's designation as the party's candidate.

General Logan was frequently mentioned as a possible entrant into the nomination field earlier in the year, but the boom in his behalf ceased upon his appointment as manager of the George R. White Fund.

While the decision to withdraw by former Mayor Fitzgerald, who is in the Robert Brigham Hospital for observation, came as a complete surprise to his personal and political friends, it was learned last night that he has not been for some time in the enjoyment of his usual vigorous health. Last Wednesday, after he had a heavier meal than usual, he was overcome by a dizzy spell and went at once to the hospital and has been under the care of Dr. Howard M. Clute, assistant to Dr. Frank H. Lahey, head of the Lahey clinic. He has been there since, excepting for his absence to make a radio campaign broadcast last Saturday night.

Warned by Physicians

He will remain at the hospital for several days, having been told yesterday by his physicians that if he attempted to make any kind of a campaign the results might be serious. In announcing his retirement, the former mayor issued the following statement:

Acting on the advice of my physicians and at their urgent request, as well as that of my family, I have decided to withdraw from the contest for governor.

The doctors tell me that my physical condition is such that it would be extremely unwise for me to enter into any campaign vigorous or otherwise.

Some four weeks ago I underwent an examination as to my physical condition.

The doctors told me that organically I was all right, but my vitality was low.

Some ten days ago, my family asked me to be examined again as they noticed that I was steadily losing weight. So last Tuesday I was examined again, and was informed that my vitality was such that I must retire. The doctors sent me to a hospital on Thursday. Against their objection I left the hospital on Saturday night when I spoke over the radio.

I returned to the hospital and the doctors then told me that my retirement was imperative.

My first duty is to my family, but I also owe a duty to the party which has been so generous to me in the past.

The party is entitled to a candidate who is able to make an aggressive campaign. This I cannot now make, therefore, my withdrawal, which is absolute and final.

I deeply appreciate the offers of support by men and women in every part of the Commonwealth, and regret that conditions are such that I cannot accept them, particularly when

Elevated for Tunnel Under Huntington Av

Problems Concern Financing and Route, Harriman Tells Conference

Should Act at Once

Curley Hears Also Appeal for Wider Newbury and Boylston Streets

An extension of the subway out Huntington avenue, as proposed by Mayor Curley for early action by the Legislature, is favored by the board of trustees of the Boston Elevated Railway Company. This was the message conveyed to the mayor by Henry I. Harriman, chairman of the board, at a conference held in the mayor's office today.

In opening the session, the mayor spoke of the progress being made by the Transit Department on the Governor Square work and remarked that he had thought it well to consider the next fundamental traffic step, regardless of what the public may decide at the polls as to public or private ownership of the Elevated road. There is a cry for better service out Huntington avenue, the mayor said, and there was no question but if the car tracks could be removed the situation would permit of a solution of the problem in Copley square. He did not know how Brookline would feel toward sharing costs of a subway, but he felt it a subject the public might start thinking about.

Mr. Harriman rose on the mayor's invitation and read a prepared statement from his board as follows:

Elevated's Position

"The board of trustees is of the opinion that for the furnishing of adequate transportation in the district which would be served by such a rapid transit route and for the proper development of that district such construction is desirable.

"The board is of the further opinion that in the selection of the exact route, a route should be chosen which will attract the greatest number of riders, show the greatest net operating savings, will utilize to the fullest extent existing subways and will become either at once or ultimately a part of a through route which does not stub-end at Park street.

"The board realizes that any estimates of construction cost will depend largely upon the exact route selected and whether for the time being the Huntington avenue route is ended at Park street or continued as a part of a through route. These estimates range from \$12,000,000 to \$21,000,000.

"The selection of the route is an engineering detail which undoubtedly can be agreed upon between the various parties in interest. The fundamental question to be determined before any subway construction is authorized is where the burden of the cost shall fall. If a fixed rental is to be imposed it should not exceed the operating savings effected by the new rapid transit line, as the revenues of the Elevated do not warrant the assumption of any increased burdens by the car rider. If the rental is to be indeterminate, depending upon the earnings of the road, then the financial plan provided for in the Governor square legislation is worthy of careful consideration.

"Under either plan a part of the cost must fall upon taxation."

Heartily in Favor

Mr. Harriman, speaking informally, emphasized the affirmative trend of the statement he had read. The board was in "heartily favor" of the plan and considered it "a most needed extension" which should be "authorized at once." But the speaker considered it well to call attention to the "terrible congestion" at the Boston end of the Cottage Farm Bridge, which should be relieved by an underpass or an overpass, and referred to the desire of the board to see any new extension put through to the East Boston tunnel and not stub-ended at Park street.

Frederick E. Snow, attorney for the directors of the Elevated company, when asked by the mayor how his clients felt regarding the Huntington avenue extension, replied that there could be no opinion at present.

The only other person to be called upon for an opinion was Horace E. Guild, secretary of the Back Bay Association, which had sought a conference with the mayor on the widening of Boylston and Newbury streets, as well as the Huntington avenue extension. Mr. Guild reported his organization in accord with Mr. Harriman's position. "We think the questions of finance and location can be settled without trouble and that the matter should be pushed in the Legislature," the speaker said.

Others present at the conference included the entire membership of the Elevated board, the members of the Transit Commission and Chief Engineer Spooner, who brought an extensive array of blue prints; members of the City Planning Board, headed by Chairman Frederic C. Fay; the Board of Street Commissioners, headed by Chairman Thomas J. Hurley; Frank A. Goodwin, chairman of the Finance Commission; William P. Long, chairman of the Park Commission, and Corporation Counsel Samuel Silverman.

Conference Brief

The fact that the mayor failed to call on these various groups for an opinion, thus limiting the conference to not more than twenty minutes, was generally commented upon. But his parting words were to the effect that the meeting would merely serve to inform the public that the Huntington avenue improvement was in the air, while the law department and the transit department might go ahead at once with studies.

"We want everybody to know what we have in mind," the mayor said, "and give special thought to the question whether the extension should be to Park street or to the East Boston tunnel."

With the remark that everybody not interested in the proposed widening of Boylston street and Newbury street, between Arlington and Hereford streets, might be excused, the mayor took up the

petition filed by the Back Bay Association. Horace Guild explained that when the matter was agitated in the previous administration, the attorney general held hearings and filed a report against any action by the Commonwealth to vacate the restrictions which appear in the deeds of property owners, requiring fifteen-foot set-backs.

Mayor Curley thought the plan of clipping the sidewalks on the two streets, perhaps eight feet on Boylston street and ten feet on each side of Newbury street, would be so materially an advantage to business and to the valuation of property in general that the owners should be willing to sign releases against property damage claims if the sidewalks were disturbed. He asked the association to make a canvass of the property owners saying that he would favor the propositions under such agreements.

The Back Bay Association also wished a conference on the old question of a bridge across the Charles River at Dartmouth street, but the mayor declared that the first question was that of providing for an island in the Charles as was suggested by the War Memorial Commission, and the bridge proposition should wait.

HERALD 9/6/30

40 TO ATTEND SHIPPERS' MEETING TOMORROW

Curley to Boost Port in Address to U. K.-Continental Conference

Forty delegates from Atlantic seaports in the United States and Canada are expected to attend the monthly meeting of the United Kingdom-Continental freight conference tomorrow on invitation of Mayor Curley who, in behalf of the city will tender to the steamship men a lunch at the Copley-Plaza. Mayor Curley is expected to address the conference and urge more equitable treatment of this port by the transatlantic lines, especially in fixing freight rates on export grain from the Middle West. Meetings of the conference usually take place either in New York or in Montreal, but the mayor, having in mind the tercentenary observance, felt that a gathering here at this time may prove helpful to the port in obtaining a larger volume of business.

BROOKLINE TO BACK CURLEY ON SUBWAY

Selectmen to Support Extension Plan To Limit

Mayor Curley will receive all the cooperation he could wish for from the Brookline board of selectmen, Charles F. Rowley, chairman of the board, declared yesterday when asked for his reaction to the mayor's suggestion that the Boylston street tunnel be extended under Huntington avenue to Brookline village.

Chairman Rowley said he had discussed the project with Elevated officials and officers of his own town several times in the last two or three years, and that he and his fellow-board members would back such a plan to the limit.

contd GLOBE 9/6/30

cepted after the primary and the State Democratic Committee can then fill the vacancy.

"The nomination of an able, capable and outstanding Democrat will insure victory. The duty of the Democracy is clear: nominate John F. Fitzgerald and permit the State Democratic Committee, after the election, to substitute the ablest man in the party."

Cummings Expresses Sorrow

John J. Cummings, one of the two candidates left in the field for Democratic nomination for Governor, told the Globe early this morning that he was sorry to hear that Mr Fitzgerald is ill and that he was forced to withdraw from the contest on account of his health.

"I hope he will recover rapidly," he said, "and I extend my best wishes to the members of his family. Although Mr Fitzgerald and I are political opponents, there has never been any personal animosity between us."

RECORD 9/6/30

CHARGES CITY BOARD 'WORKS A NEW RACKET'

The charge that "a new racket" is being worked on men who are on the rolls of the Public Welfare Department, was hurled by Councilor Thomas H. Green of Charlestown at yesterday's City Council meeting.

Instead of putting aid-seeking men to work at the city wood yard on Hawkins st., the department has sent them to John McDonald, representative of a Plymouth clam chlorinating concern, Green charged. McDonald employs the men to dig clams in restricted areas and the clams are then sent to Plymouth for the chlorinating process.

The order introduced by Green asking Mayor Curley to compel the welfare department to abandon this policy was passed by the council.

GLOBE 9/6/30

CURLEY ASKS WHEAT BE SHIPPED TO CHINA

Tells Rotary Club at Gloucester Problem Is Not Unemployment, But One of "Vanishing Job"

Special Dispatch to the Globe

GLOUCESTER, Sept 8—A plea that the brains of the nation hasten the solution of the present unemployment situation, consideration of the great world unrest with particular stress on conditions operative in the Argentine, a denunciation of the dole system operative in England and the suggestion the United States dispose of its surplus wheat production to China, were among the wide variety of topics discussed today by Mayor Curley of Boston, in the course of an address before the members of the local Rotary Club, at a luncheon served in the Savoy Hotel.

Pres. Walter L. Browne Jr, introduced Thomas J. Carroll as chairman, and the latter introduced Mayor Curley, who was accompanied by Thomas Johnson, official Boston greeter, and Daniel J. Mollowney, president of the Federal National Bank of Boston. Both Mr Johnson and Mr Mollowney maintain Summer residences at Magnolia.

Gives Praise to Irigoyen

Referring to what he termed the amazing over-night developments in the Argentine, Mayor Curley said that while in Congress he was active in having the status of its legation from that country raised to an embassy and that he knew President Irigoyen well. He described him as a fine type of man, enjoying the esteem of a people more akin to the residents of the United States than any other South American country.

The unrest manifested there, Mayor Curley said, is typical of the general spirit of disquietude operative through out the world today.

Alluding to the dole as practiced in England, Mayor Curley said that in conversation recently with Mr Bull, one of the visiting legal lights from Great Britain, the noted British legal authority had told him that the dole

"is sapping the character and independence of the English people."

As a substitute for the dole, Mayor Curley advocated the adoption of a policy that will ensure the worker continuous employment. The two most prosperous years in the history of the country, he said, were 1927 and 1928, when, because of the saving made, there was prosperity in every line. In the latter year came a bill which shut immigration to the vanishing point, but this, he said, closed our doors to the immigrant, who was a potential consumer and purchaser.

"Vanishing Job" Is Problem

Touching on the entrance of women into the ranks of labor everywhere, Mayor Curley said that where 1,000,000 were so employed in this country 25 years ago there are now 25,000,000 such today in gainful occupations. He said the steam shovel had deprived 1,000,000 of raw labor of their jobs, the conveyor belt of 400,000 more and the telephone dial of 350,000 more.

The great present problem to be met, he declared, is not unemployment but the vanishing job.

"The ferocity of the struggle for existence will be so great in the next 25 years that the great objective will be for possession of raw material. He turned to China as presenting a present opportunity. It is not unreasonable to assume he said, that 100,000,000 persons will, unless we send our surplus grain to them, die of starvation, within a short time. We shall never collect a dollar you say?" he remarked, "But what of it?"

Urges Aid for China

"In my opinion we shall never collect a dollar of the war debt owed us by some European countries.

"In 1920 and 1922," he said, "we sent to starving Austria, a war enemy, millions of food stuff, and the same in seed corn to Russia. Why not to China, our ally in the war? It would speed up rail and steam transportation and give employment to 300,000 and greatly alleviate the condition of the farmer."

"The founders of Massachusetts, 300 years ago by an abiding faith in God, laid the foundation of the greatest experiment and improvement in Government the world has ever known," he concluded. "Let us in our day and generation approach our problems with equal faith and, as men unafraid with the courage of the past, hasten the day of continuity of employment and happiness in the home."

FITZGERALD QUILTS RACE FOR GOVERNOR

John F. Fitzgerald, Democratic candidate for the gubernatorial nomination, retired from the contest last night, by advice of his physicians after two examinations at a Boston hospital, where he is now a patient.

He was told frankly by medical men that he cannot stand further campaigning and that, if he failed to heed their advice, he might suffer a breakdown from which he would not recover.

Mr Fitzgerald in a statement which he sent out late last night said that his decision is final.

His name will have to remain on the primary ballots as it is too late to change them, but his supporters will be asked to vote for some other candidate.

This leaves the field to Joseph B. Ely of Westfield and John J. Cummings of Boston.

Support for Ely Indicated

Indications last night were that the support of the Boston Democratic organization will be given to Mr Ely now that Mr Fitzgerald is out of the race.

Mr Ely will also have the support of Senator David I. Walsh and his following.

Mr Fitzgerald's family has for some time been worried by his physical condition and they agreed with the physicians that he should cease all activities.

It is expected that he will also retire from the chairmanship of the Tercentenary Commission to which he has been giving every moment not needed for his political campaign.

Curley's Statement

Mayor James M. Curley, after visiting Mr Fitzgerald at the hospital last night said that Mr Fitzgerald's withdrawal was unfortunate because "in the present campaign neither of his two opponents have demonstrated a capacity requisite for the Governorship of Massachusetts.

"It is clearly the duty of the Democrats," the Mayor declared, to nominate Mr Fitzgerald.

"Mr Fitzgerald's withdrawal can be accepted after the primary and the State Democratic Committee can fill the vacancy, substituting the ablest man in the party."

If the Mayor's suggestion is followed, it will mean that the voters will have nothing to do with the picking of the Democratic candidate.

Ex-Mayor Fitzgerald was admitted to the Robert B. Brigham Hospital

on Parker Hill av, Roxbury, yesterday, according to hospital authorities. Other than the fact that he is "resting comfortably" no information could be obtained.

Condition Not Serious

It was said last night that Mr Fitzgerald, although a patient in the hospital, is not in a serious condition, or in any danger.

"He is being kept at the hospital," said one of his close friends, "for a rest, and in a few days may be able to go away to the country or seashore.

"If he is to stay in this world he must give up all activities for at least two or three months."

Edward P. Barry of Boston, who had been a candidate himself for the gubernatorial nomination, told a Globe reporter two months ago that Mr Fitzgerald would withdraw.

"His health is going fast," Mr Barry said at that time, "and I know that a breakdown will come. I told him when I retired and I am a younger man than he is that he should quit and look after himself but he told me that he would hang on as long as he felt well, no matter what the doctors might say, that he could win and serve the State well if he were elected.

"The truth of the situation today is that 'Fitz' is absolutely worked out."

Leading Democrats agreed last night that with the end to the bitter fight between Mr Fitzgerald and Mr Ely, which was sapping the strength of the party, the chances for a Democratic gubernatorial victory have increased 75 percent.

Ex-Mayor's Statement

Mr Fitzgerald's statement follows:

"Acting on the advice of my physicians and at their urgent request as well as that of my family, I have decided to withdraw from the contest for Governor.

"The doctors tell me that my physical condition is such that it would be extremely unwise for me to enter into any campaign—vigorous or otherwise.

"Some four weeks ago I underwent an examination as to my physical condition.

"The doctors told me that organically I was all right, but my vitality was low.

"Some 10 days ago, my family asked me to be examined again as they noticed that I was steadily losing weight. So last Tuesday I was examined again, and was informed that my vitality was such that I must retire. The doctors sent me to a

hospital on Thursday. Against their objection I left the hospital on Saturday night when I spoke over the radio.

"I returned to the hospital and the doctors then told me that my retirement was imperative.

"My first duty is to my family, but I also owe a duty to the party which has been so generous to me in the past.

"The party is entitled to a candidate who is able to make an aggressive campaign. This I cannot now make, therefore, my withdrawal, which is absolute and final.

"I deeply appreciate the offers of support by men and women in every part of the Commonwealth, and regret that conditions are such that I cannot go forward, particularly when the chances of party success are so bright.

"I need not say that I have never wavered in my support to the Democratic candidates and that the nominees on the State ticket will have all the support that I am able to give."

Ely Outstanding Figure

Joseph B. Ely of Westfield becomes, with the announcement of withdrawal by Ex-Mayor Fitzgerald, a candidate of greater hopes and possibilities for the Democratic nomination for Governor, for Mr Ely himself has constantly reiterated that his greatest opposition came from Mr Fitzgerald.

Mr Ely contended that he had received the promise of the ex-Mayor of Boston that he would seek the nomination for United States Senator and would aid him in the fight for the Gubernatorial nomination. This alleged breach of faith was taken by Mr Ely as one of his campaign issues.

Mr Ely long has been on outstanding figure in the ranks of the Massachusetts Democrats, from the time he was district attorney and then associate justice in Hampden County. In 1922 he was an unsuccessful candidate for Governor and he since has been in the public eye, dominating to a great degree the Democratic political field of Western Massachusetts.

At the Copley-Plaza last night Mr Ely stated that he knew nothing about the withdrawal of Ex-Mayor John F. Fitzgerald from the Democratic race for the nomination.

Mayor's Comment in Full

Mayor Curley's comment upon the Fitzgerald decision is in full as follows:

"The announcement that Ex-Mayor John F. Fitzgerald, owing to ill-health, will not be a candidate for Governor, is to be regretted, not alone because his nomination was assured but also because it was a reward to which his long service to the Democratic party entitled him.

"In the present campaign, neither of his two opponents have demonstrated a capacity requisite for the Governorship of Massachusetts, and it is clearly the duty of the Democrats to nominate Mr Fitzgerald.

"In the event that Mr Fitzgerald is accorded the nomination to which he is entitled, his withdrawal can be ac-

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"In the present campaign neither of his two opponents has demonstrated the capacity requisite to fill the position of Governor of Massachusetts, and it is clearly the duty of the Democracy to nominate Mr. Fitzgerald.

"In the event that Mr. Fitzgerald is accorded the nomination to which he is entitled, his withdrawal can be accepted after the primaries, and the Democratic State committee can then fill the vacancy.

"The selection of an able, capable, outstanding Democrat will insure victory.

"The duty of the Democracy is clear. Nominate John F. Fitzgerald, and permit the State committee after the primaries to substitute."

ELY SORRY

Candidate Expresses Personal Feeling of Sympathy for John F. Fitzgerald—Says Relations Have Always Been Most Pleasant, Regardless of Political Considerations

Joseph B. Ely, candidate for the Democratic nomination for Governor, issued the following statement last night on his return from a speaking trip in Lawrence, Lowell and Waverly, at his headquarters at the Copley-Plaza Hotel.

"Word of Mr. Fitzgerald's withdrawal because of illness has just been brought to my attention. I am extremely sorry to hear it. Regardless of political considerations our man to man relations have always been most pleasant and no man in Massachusetts is more sorry for his misfortune than I am.

"I express my deepest sympathy to his family and friends. My fight has never been with Mr. Fitzgerald except insofar as it was necessary to create a democracy capable of winning the election in November. I know that Mr. Fitzgerald and the voters will recognize that in continuing the programme mapped out for me as a primary programme, they will know that I am simply carrying the fight to the Republican party."

CUMMINGS SORRY FOR FITZGERALD

John J. Cummings, candidate for the Democratic nomination for Governor, and opponent of John F. Fitzgerald, last night issued the following statement in regard to the latter's withdrawal from the contest:

"I am very sorry to hear that Mr. Fitzgerald has been obliged by illness to withdraw from the contest. I wish him a speedy recovery, and extend my sincere sympathy to his family and friends. Although I differed with him on political grounds, there was no personal animosity between us. I hope that his return to health will be a quick one."

Fatigued by Campaign, Takes Doctors' Advice

By INSIDER

Ex-Mayor John F. Fitzgerald stunned the Democrats of the State last night by suddenly announcing his withdrawal from the fight for the nomination for governor.

From a sick bed in the Peter Bent Brigham hospital he issued a statement that this action was forced on him by illness caused by the strain of the campaign. Fitzgerald, who has twice served Boston as mayor, is 68 years old.

To the other Democratic candidates, Joseph B. Ely of Springfield and John J. Cummings of Boston, the announcement came like a bolt from the blue, for Fitzgerald had been making the fight of his career in the hope of achieving his lifelong ambition of being governor.

To Mayor James M. Curley, who threw the whole weight of his influence and personal prestige behind Fitzgerald, the withdrawal came as a shock.

Curley declared, however, that the Democrats owed a duty to Fitzgerald to nominate him for governor after which he could withdraw and allow the state Democratic committee to select the ablest man for the position. Curley declared neither of the other candidates had demonstrated ability or capacity for the position.

DECIDES TO WITHDRAW

Fitzgerald in his statement said: "Acting on the advice of my physicians and at their urgent request, as well as that of my family, I have decided to withdraw from the contest for governor.

"The doctors tell me that my physical condition is such that it would be extremely unwise for me to enter into any campaign—vigorous or otherwise.

"Some four weeks ago I underwent an examination as to my physical condition.

"The doctors told me that organically I was all right, but my vitality was low.

VITALITY IS LOW

"Some 10 days ago, my family asked me to be examined again as they noticed that I was steadily losing weight. I was examined again and was informed that my vitality was such that I must retire. The doctors sent me to a hospital on Thursday. Against their objection I left the hospital on Saturday night, when I spoke over the radio.

"I returned to the hospital and



JOHN F. FITZGERALD

the doctors then told me that my retirement was imperative.

"My first duty is to my family but I also owe a duty to the party which has been so generous to me in the past.

"The party is entitled to a candidate who is able to make an aggressive campaign. This I cannot now make; therefore, my withdrawal which is absolute and final.

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Curley Will Insist That Fitzgerald Remain in Fight

CAN WITHDRAW IF HE IS NOMINATED

Logan Could Then Be Choice of State Committee

BY ROBERT T. BRADY

John F. Fitzgerald last night took himself out of the contest for the Democratic nomination for Governor.

The Fitzgerald retirement, which he said in a statement is "absolute and final," comes as a result of weakened physical vitality, which forced his physician and members of his family to advise him against making any campaign—vigorous or otherwise.

The announcement from the former Mayor was the biggest bombshell that has exploded in Massachusetts politics in years.

It leaves the primary field to Joseph B. Ely of Westfield and John J. Cummings of Boston.

Fitzgerald's name cannot now be taken from the primary ballot, the time for withdrawals having expired long ago.

Immediately upon receipt of the Fitzgerald statement, however, Mayor Curley who has been Fitzgerald's leading backer, announced that he would ask the Democratic voters to nominate Fitzgerald any way. The Mayor expressed his belief that neither Ely nor Cummings is strong enough to make a real campaign against Governor Allen, and that if Fitzgerald should be nominated, he might then formally withdraw and allow the Democratic State committee to fill the vacancy.

May Call on Logan

If that plan goes through, it is more than likely that Curley would then ask the State committee to select as the nominee for Governor, General Edward L. Logan.

Logan started to run for Governor early in the year, but failed to enter the primary lists after his appointment by Curley as manager of the George R. White fund.

Chairman Frank J. Donahue of the State committee declined to discuss the situation last night, but he is a close friend of Logan, he has pretty good control of the State committee situation and with the aid of Curley could undoubtedly bring about the selection of Logan.

The decision of Fitzgerald not to continue was a complete surprise to his personal and political friends. It was not known to any but members of his family that he had gone to the Robert Brigham Hospital for examination and treatment until the statement was issued by the former Mayor from the hospital last night.

Worn by Tercentenary Work

It was learned last night that Mr. Fitzgerald has not been enjoying his customary good health for several months past. His work as chairman of the Tercentenary Commission wore him down and there have been frequent examinations at the Lahey Clinic from time to time during the past few months. The former Mayor has been on a diet for a long time. Last Wednesday, after he had eaten a heavier meal than usual of late, he was stricken with a dizzy spell. He went at once to the Robert Brigham Hospital and has been under the care of Dr. Howard M. Clute, assistant to Dr. Frank H. Lahey, head of the Lahey clinic, since that time, except when he left the hospital against the wishes of his doctor, to broadcast last Saturday night.

Yesterday he was told by his physician that if he attempted to make any kind of a campaign, the results might be serious and the former Mayor then made his decision to retire.

He at once got in touch with his close personal and political friends, telling them the situation. He conferred with Mayor Curley prior to the issuance of the statement last night.

To Be in Hospital Several Days

He will remain at the hospital for several days at least, according to Henry F. Fitzgerald, his brother, but it is confidently expected that the wonderful recuperative qualities which the dynamic "Little General" has always displayed will restore him to full vigor within a short time.

In announcing his retirement from the political contest last night, Mr. Fitzgerald expressed no opinion as to which of the other gubernatorial candidates should be nominated. He said that his loyalty to his party compelled him to recognize the right of that party to have a forceful and an aggressive candidate to lead the ticket, that his weakened physical condition convinced him that he could not supply such a candidacy—hence his retirement.

General Logan Non-committal

The failure of the former Mayor to express any preference lent color to the theory that there was a plan agreed to by Mayor Curley and Mr. Fitzgerald to have the matter finally adjusted by the Democratic State Committee. It is known that Curley was in conference with Fitzgerald at the hospital before the withdrawal statement was issued last night.

General Logan, whose name will be brought forward if the Curley proposal goes through to have Fitzgerald nominated in the primary, then formally retire and put the selection of a candidate up to the State committee, declined to make any comment on the Fitzgerald withdrawal last night, except to express surprise and to add that he regretted deeply that the former Mayor was in poor health.

Fitzgerald's Statement

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The doctors tell me that my physical condition is such that it would be extremely unwise for me to enter into any campaign vigorous or otherwise.

Some four weeks ago I underwent an examination as to my physical condition. The doctors told me that organically

DONAHUE MUM ON CURLEY PROPOSAL

Frank J. Donahue, chairman of the State Democratic committee, on being informed last night that former Mayor Fitzgerald had withdrawn from the Democratic gubernatorial fight because of ill health, stated that he is "extremely sorry to hear that Mr. Fitzgerald is ill."

He declined to comment on the proposal of Mayor Curley that the Democrats name Fitzgerald, anyway, and then allow the State committee to pick a substitute.

I was all right, but my vitality was low.

Some 10 days ago, my family asked me to be examined again as they noticed that I was steadily losing weight. So last Tuesday I was examined again, and was informed that my vitality was such that I must retire. The doctors sent me to a hospital on Thursday. Against their objection I left the hospital on Saturday night when I spoke over the radio.

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The party is entitled to a candidate who is able to make an aggressive campaign. This I cannot now make, therefore, my withdrawal which is absolute and final.

I deeply appreciate the offers of support by men and women in every part of the Commonwealth, and regret that conditions are such that I cannot go forward, particularly when the chances of party success are so bright.

I need not say that I have never wavered in my support to the Democratic candidates and that the nominees on the State ticket will have all the support that I am able to give.

VOTE FOR FITZGERALD

Mayor Curley Urges Democrats to
Vote for Fitzgerald Anyway, and
After Primary State Committee
Could Fill Vacancy With "Capable Substitute"

Mayor James M. Curley, in a statement last night following the withdrawal of former Mayor John F. Fitzgerald from the gubernatorial race, urged that Massachusetts Democrats vote for Fitzgerald anyway, as a "reward for his past service, and because neither of the two remaining candidates measure up to the qualifications." After the primary, he stated, the Democratic State committee could then fill the vacancy with a "capable substitute."

The Mayor said: "The announcement that former Mayor John F. Fitzgerald, owing to ill-health, will not be a candidate for the Democratic nomination for the Governorship is to be regretted, not alone because his election was assured, but also because it was a reward to which his long service to the party had earned for him."

HOSPITAL HELP DRUNK, CHARGE

Kelly Says L. I. Institution
\$175,000 Plant Ruined
By Engineers

\$50,000 VOTED FOR NEW EQUIPMENT

Demand for the discharge of drunken engineers, charged with responsibility for the breakdown of new boilers at the Long Island Hospital heating plant, installed within the past two years at a cost of \$175,000, preceded the vote of the city council yesterday to appropriate \$50,000 for new equipment to replace automatic coal pulverizing units, in service less than a year, and representing a loss to the city of \$72,000.

Before the council responded to the crack of Mayor Curley's whip and passed the loan order, 16 to 6, Councilman Francis E. Kelly of Dorchester called on Institutions Commissioner James E. Maguire to immediately replace the "drunken members of his boiler plant force" with sober and careful men.

ENGINEER SUSPENDED

During the debate Councilman Peter A. Murray's charge that Chief Engineer John Murphy had been suspended this year by the boiler inspection division of the department of public safety was admitted by Commissioner Maguire. The commissioner pleaded ignorance of the cause of Murphy's suspension, which was in effect when he assumed office, but Maguire made known that Murphy has drafted the plans for the changes which are to be made at the heating plant.

But for the confidential demand made by Mayor Curley on all councilmen to favor the passage of the loan order, its defeat would have been certain, but the response to the mayor's plea drew just one more vote than was necessary to insure favorable action.

The councilmen who refused to accede

to the mayoral request were Kelly, Dr. Seth F. Arnold and Laurence Curtis of the Back Bay, Richard G. Gleason of Roxbury, James Hein of Brighton and Peter A. Murray of Forest Hills.

Curtis qualified his opposition by emphasizing the futility of his effort to learn from Commissioner Maguire what changes are planned at the heating plant and a detailed estimate of cost. Curtis professed his belief that changes are necessary but he stressed the fact that Maguire had declared that the changes might cost \$25,000 and that the expense might be \$30,000 or more.

SPOKESMAN FOR CURLEY

The most significant development of the discussion was the appearance of Councilman Herman L. Bush of Roxbury as the spokesman for Mayor Curley. He gave a technical description of the operation of automatic pulverizers and painted a terrifying word picture of what might occur at Long Island unless the council followed the lead of the mayor and Commissioner Maguire.

Most of the councilmen admitted privately that the information which they had obtained indicated that drunkenness has been very prevalent at the heating plant and some admitted knowledge of the failure of ex-Commissioner William S. Kinney to discharge the offenders because of their efficiency when they were sober.

During the initial phase of the debate, Councilman Murray disclosed the fact of the suspension of Chief Engineer Murphy and Councilman John I. Fitzgerald replied that the council had the right to know such facts in order that demand for the removal of any incompetent employee might be made of Commissioner Maguire.

Opinions of Prof. Edwin F. Miller and Guy Emerson, consulting engineer of the finance commission, were used to support the claim that the mistake which was made in equipping the new

heating plant was in the selection of boilers and not in the installation of pulverizing units, which both experts agreed have worked efficiently.

CHARGES CARELESSNESS

Councilman Kelly taxed Commissioner Maguire with carelessness in informing the council that pulverizing units at Deer Island have not been satisfactory, when official statements reveal a different decision by the officials who supervise the Deer Island boiler plant. "I call this a steal," shouted Kelly, who has made two inspections at Long Island, during which he acquired much information which convinced him that carelessness, due to drunkenness, had been responsible for the breakdowns of boilers in February.

Councilman Curtis deferred a decisive vote until Commissioner Maguire could be questioned in executive session. From him the council learned that if the boilers should be scrapped and the type advised by Engineers Miller and Emerson installed, the cost would be \$30,000 in excess of the estimated cost of the changes which are contemplated.

Maguire admitted that Chief Engineer Murphy had drafted the plans for the new equipment. When Councilman Murray asked him if Murphy had not been suspended for 60 days, he declared that he understood that the suspension was for 30 days.

"What was he suspended for?" demanded Murray to which the commissioner replied "I don't know. He was under suspension when I assumed office."

Councilman Curtis sought to learn from Maguire for what equipment money is to be expended as well as its probable cost but the commissioner frankly admitted his ignorance of these facts, but he emphasized that if his judgment is upheld the contracts will be awarded to the lowest bidders.

CAUSE OF TROUBLE

Curtis insisted that some responsible engineer should prepare the plans for the new equipment, that somebody should know its probable cost, and that he would not vote for the loan order until the information is forthcoming.

Murray ridiculed the idea of a chief engineer, once suspended, drawing plans, and Councilman Norton offered the suggestion that the mayor employ Prof. Miller to recommend necessary changes.

Councilman Kelly ended the debate with his charge about drunken engineers. "Listen," he shouted. "You've heard a lot of bunk about these boilers and about the state inspections. These boilers have been inspected recently and they have been officially approved. I'll tell the people the cause of the trouble at Long Island. Men who have beer under the influence of liquor have been responsible for any breakdown of the boilers. I call upon Maguire to fire them and straighten out the conditions which he knows exist at the island. He ought to be able to do it without coming to the city council for assistance."

Fitzgerald's name must remain on the ballot.

OPPOSED HIS RUNNING

Back in the winter when Fitzgerald publicly announced his intention to seek the nomination for Governor, it was known that Joseph Kennedy, his son-in-law, and his son, John F. Fitzgerald, Jr., were opposed to his participation in the campaign. They repeatedly urged him to reconsider, but as the contest developed it was clearly apparent that their wishes would be completely ignored.

It is believed that Fitzgerald had become convinced that this was to be a great Democratic year. He foresaw the casting of a huge vote of protest against the administration on the twin issues of prohibition and industrial depression. The only depressing part of the fight was the threat of the unsparing attack that was to have been directed at him by his old political foe, Cackley.

In spite of the optimistic tone of the statement relating to Fitzgerald's health, his progress in the hospital will be followed with apprehension by his close friends because of his advanced years.

ELY EXTREMELY SORRY

Will Continue the Program Mapped Out for Him

On hearing of the retirement of John F. Fitzgerald, Joseph B. Ely of Westfield said:

Word of Mr. Fitzgerald's withdrawal because of illness has just been brought to my attention. I am extremely sorry to hear of it. Regardless of political considerations our man-to-man relations have always been pleasant, and no man in Massachusetts is more sorry to learn of his misfortune than I am.

My deepest sympathy goes out to his family and friends. My fight has never been with Mr. Fitzgerald except as insofar as it was necessary to create a Democracy capable of winning the election in November. I know that Mr. Fitzgerald and the voters will recognize that in continuing the program mapped out for me in the primary I am simply carrying the fight to the Republican party.

Just as Ely finished making the statement he received word of the statement by Mayor Curley. He saw no reason he said, to alter or change his statement, and said he would have no comment to make on the comment of the mayor.

BOSTON WOMEN TO MEET SCHUMANN-HEINK IN N.Y.

Mme. Ernestine Schumann-Heink, who is making a special trip from her home at Coronado Beach, Cal., to sing at the Old Towne Meeting at Boston Garden next Tuesday evening, will occupy the same suite at the Hotel Brunswick which has been assigned to her during her visits to Boston in the last 30 years.

She will reach New York Saturday and Mayor Curley has delegated Mrs. Marie O'Connell Murray, Mrs. William J. McDonald and Mrs. Helen Countie Galvin to meet her there and escort her to Boston.

Fitzgerald Declares Withdrawal From the Race Absolute and Final

The following is the statement of John F. Fitzgerald, announcing his withdrawal from the primary campaign:

Acting on the advice of my physicians and at their urgent request as well as that of my family, I have decided to withdraw from the contest for Governor.

The doctors tell me that my physical condition is such that it would be extremely unwise for me to enter into any campaign, vigorous or otherwise.

Some four weeks ago I underwent an examination as to my physical condition.

The doctors told me that organically I was all right, but my vitality was low.

Some 10 days ago, my family asked me to be examined again as they noticed that I was steadily losing weight. So last Tuesday I was examined again, and was informed that my vitality was such that I must retire. The doctors sent me to a hospital on Thursday. Against

their objection I left the hospital on Saturday night when I spoke over the radio.

I returned to the hospital and the doctors then told me that my retirement was imperative.

My first duty is to my family but I also owe a duty to the party which has been so generous to me in the past.

The party is entitled to a candidate who is able to make an aggressive campaign. This I cannot now make; therefore my withdrawal, which is absolute and final.

I deeply appreciate the offers of support by men and women in every part of the commonwealth, and regret that conditions are such that I cannot go forward, particularly when the chances of party success are so bright.

I need not say that I have never wavered in my support to the Democratic candidates and that the nominees of the state ticket will have all the support that I am able to give.

CURLEY STILL URGES SUPPORT OF FITZ

Mayor Curley's statement is as follows:

The announcement that former Mayor John F. Fitzgerald, owing to ill health, will not be a candidate for Governor is to be regretted, not alone because his nomination was assured, but because it was a reward to which his long service in the Democratic party entitled him.

In the present campaign neither of his two opponents has demonstrated the capacity requisite for the Governorship of Massachusetts and it is clearly the duty of the

Democrats to nominate Mr. Fitzgerald. In the event that Mr. Fitzgerald is accorded the nomination to which he is entitled, his withdrawal can be accepted after the primary and the Democratic state committee can fill the vacancy.

The election of an able, capable, outstanding Democrat will insure victory. The duty of the Democracy is clear. Nominate John F. Fitzgerald and permit the state committee, after the primary, to substitute the ablest man in the Democratic party for Governor.

ALLEN TO LEAD STATE TROOPS

Governor to Exercise Active Command of N. G.

In Sept. 17 Parade

ANCIENTS WILL BE CURLEY'S ESCORT

For the first time in many years, the Governor of Massachusetts will participate in a street parade, Boston day, Sept. 17, at the head of units of the national guard.

When Gov. Allen repeats the command of Lt.-Gen. Edward L. Logan, chief marshal of the parades in which 35,000 marchers are expected to participate, he will exercise his authority as commander-in-chief of the national guard and will give the order which will start 3000 uniformed troops on the move.

Gov. Allen will not ride a spirited charger. He will occupy a seat in an automobile and he will retain command of the national guard division until the head of the parade reaches the official reviewing stand on the Common opposite West street.

The national guardsmen who will parade behind Gov. Allen have volunteered for such service. In the recollection of veteran military officials it will be the first time since the administration of Gov. McCall, that the chief executive of the state has actually led state troops. Other Governors who have done so were the late Curtis Guild and David I. Walsh.

Gov. Allen will be attend by his entire military staff. Two provisional brigades have been tentatively formed and they will be commanded by Brig.-Gen. Erland F. Fish and Albert C. Gray.

In the national guard division will be the 101st infantry, 182d infantry, 101st engineers, 26th division special troops, 101st medical regiment, one battery of the 101st artillery, 101st ammunition train, 241st coast artillery, 211th coast artillery, 3d battalion, 372d infantry, the 110th cavalry and the aviation squadron of the 26th division.

The state troops will parade behind the units of the army, navy and marine corps. Directly behind will be Mayor Curley and the official guests of the city and the Ancient and Honorable Artillery Company will be the mayor's escort, thereby repeating the service which this command performed in the 250th anniversary parade in 1880.

EX-MAYOR SAYS HIS HEALTH IS BELOW MARK

Nothing Serious; but Family and Physicians Fear Strain

CURLEY ASKS PARTY TO KEEP HIM IN FIELD

Whole Political Situation in Confusion—Regret General

By W. E. MULLINS

John F. Fitzgerald last night withdrew from the contest for the Democratic nomination for Governor.

Impairment of his health was given as the reason for his sudden and totally unexpected withdrawal from the exciting campaign. He was influenced by the advice of his physicians and by the urgent insistence of the members of his family. His voluntary retirement leaves Joseph B. Ely of Westfield and Capt. John J. Cummings of Boston remaining in the field.

Learning late in the evening of Fitzgerald's withdrawal, Mayor Curley immediately disqualified Ely and Cummings as unfit to serve as Governor. He called on the Democrats of Massachusetts to nominate Fitzgerald in the primary.

He said that after the primary Fitzgerald could make an official withdrawal under the election laws and leave the way open for the Democratic state committee to fill the vacancy thus created by the selection of the ablest man available. He did not indicate his preference.

Confusion now reigns in the Democratic party as the result of the sudden turn of affairs. Curley's sharp statement was interpreted as a desperate attempt to keep Fitzgerald in the race so that he may exert some influence in dictating the selection of the candidate who will oppose Gov. Allen in the election, particularly as it is generally conceded that Fitzgerald's decision is irrevocable.

CONFINED TO HOSPITAL

Fitzgerald is confined to the Robert Bent Brigham Hospital where he is under the care of Dr. Jordan of the Leahy clinic. The statement announcing his intention to quit the fight

insists that there is nothing of a serious nature to prevent him from prosecuting a vigorous campaign but that he has yielded to the unanimous appeal of his physicians and family who fear for his physical welfare because of recent loss in weight.

The dramatic circumstances surrounding his retirement are certain to bring to his unsolicited support in the primary thousands of votes cast in a wave of sympathy for the 67-year-old political veteran. Such a development well might bring about his nomination in spite of his request and thus produce a situation somewhat analogous to the 1926 primary when Harry Dooley, after announcing his retirement from the contest, was nominated for Lieutenant-Governor over Ely.

On that occasion Dooley made a subsequent official withdrawal from the ballot and the vacancy was filled when the state committee drafted the services of Mayor Edmund P. Talbot of Fall River, who was beaten in the election by Frank G. Allen.

ELY WILL CONTINUE

Ely declared that he would continue to follow out the campaign program already mapped out for him, although deeply sympathizing with his stricken rival. He declined to comment on Mayor Curley's disqualification of his candidacy.

Fitzgerald's inactivity during the last 10 days has been the cause of considerable comment among close political observers who repeatedly remarked that he was not conducting the vigorous campaign so characteristic of his past performances. Inquiries concerning his inactivity brought the reply that he was so confident of success in the primary that he was conserving his energies for the prosecution of a vigorous campaign in the election.

His last personal activity was Saturday night when he delivered an extensive radio address from station WNC. There was no indication during the delivery of his speech that his health had suffered any impairment. His statement carried the information that he had left the hospital to deliver the address and that he immediately thereafter returned to his bed.

An indication of his party regularity was given in that portion of his statement in which he pledged his unwavering support to the nominees on the Democratic ticket who emerge successfully from the primary of next Tuesday.

CURLEY SURPRISED

When informed of Fitzgerald's sudden decision to retire, Mayor Curley said that he was aware of the fact that the candidate was not up to his vigorous health of past years, but he was taken completely by surprise by the apparent extent of the indisposition.

Fitzgerald is the second candidate in the Democratic primary to be stricken in the midst of the campaign. Two weeks ago Joseph F. O'Connell, candidate for the party nomination for United States senator, was taken from a train at South Bend, Ind., to a local hospital, where he recuperated sufficiently to return to his summer home at Hull, where he since has been confined.

Political observers last night were amazed at the sudden turn of affairs. The Democrats hoping for success in the election were dismayed at the prospects. Many of them immediately began to peer into the future and attempt subsequent predictions on what the subsequent situation will produce. Fitzgerald's warm supporters declared

that the primary would produce a repetition of the 1926 situation when Dooley was nominated for Lieutenant-Governor in spite of his public withdrawal and announcement of support for Ely. With Curley taking the stand he has assumed, there is the prospect of a huge sympathetic vote again engulfing Ely to throw the unsolicited nomination to Fitzgerald.

Daniel H. Coakley, Fitzgerald's severest critic in the campaign, was apprehensive lest his activities had had any bearing on the stricken candidate's illness. He insisted that Ely be nominated and was taken somewhat by surprise when informed that Curley had turned savagely on Ely.

BLOW TO COOLIDGE

Regardless of the effect the withdrawal will have on Ely's chances it is regarded as a severe blow to the chances of Marcus A. Coolidge of Fitchburg who is seeking the party nomination for senator.

A week ago Fitzgerald practically threw his entire support to Coolidge in the hope of emerging from the primary with a balanced ticket. With Fitzgerald gone and the possibility of Ely winning the nomination, it is expected that the chances of O'Connell and Thomas C. O'Brien will be improved in the contest for senator.

That Fitzgerald was committed to a campaign of comparative inactivity was indicated Sunday at Fall River, where Joseph A. Maynard, one of his most intimate associates in the campaign, declared that Fitzgerald would restrict himself to a few radio speeches with the bare possibility of a few personal appearances on the platform at rallies in the city of Boston.

None now knows what the developments of the next few days will bring to clarify the situation. Informed of the withdrawal last night Frank J. Donahue, chairman of the state committee, expressed his deep sympathy for the candidate's illness, but declined to enter into any discussion of the political emergencies which may arise.

CONFUSES SITUATION

Curley's sharp attack on the availability of both Ely and Cummings confuses the situation to an unexpected extent. It clearly indicates that under no circumstances can he support either of them in the election in the event one of them finishes ahead of Fitzgerald in the primary.

Chairman Donahue declined to say that he would issue a call for the state committee. He took the position that the circumstances are beyond the control of its members. It is entirely possible, however, that Mayor Curley today will take personal command of the Fitzgerald forces and make a concerted drive toward forcing his nomination for the purpose of placing himself in a position to dictate the selection of the candidate who eventually would be chosen to oppose Gov. Allen under those circumstances.

Not in the memory of the graybeards of politics has a like situation been encountered in Massachusetts politics. Throughout the summer months Fitzgerald apparently was just as vigorous as he ever has been. It is believed that his activities in the tercentenary celebration, in which he took a conspicuous part, coupled with his subsequent activity in the campaign, sapped his vitality to the extent that he was forced to retire.

Speculation concerning Curley's choice for the vacancy in the event that Fitzgerald is nominated centered mostly on Gen. Edward L. Logan, who was appointed by him early in the summer to be chairman of the George Robert White fund. Under the election law

SIX HOURS OF AIR PROGRAMME TODAY

Beginning at 2 o'clock this afternoon, a programme that will last until 8 o'clock, when there will be an aerial attack on Boston by the 101st Observation Squadron and defence by First Corps Cadets with anti-aircraft and searchlight batteries, has been arranged in connection with Boston's big air show. Aerial acrobatics, parachute jumping, radio broadcasting from plane to ground and more altitude races are all listed for the record-breaking throng it is expected will flock to the airport.

Without a mishap to mar the occasion, the greatest and most lively air show, which continues through Sunday, began yesterday at the East Boston Airport, when several thousand persons gathered during the afternoon to witness as thrilling spectacles and maneuvers by the various planes participating as have probably ever been seen at one time in the history of the airport.

MAYOR A GUEST

Two of the outstanding events on the programme yesterday afternoon were the altitude race to 5000 feet, and the "dead-stick" accuracy landings. During the afternoon Mayor Curley, accompanied by Park Commissioner William P. Long, visited the airport. The Mayor addressed the several thousand spectators, stressing his hope to have this city's flying field the best in the entire country.

Joseph Barber, of Bridgewater, who was flying a Cessna 300-horse power cabin monoplane of the Curtiss-Wright company, won the altitude race. His time was 4 min. 4 2-5 sec. Crocker Snow in a 225-horse power open biplane came a close second, being three seconds behind the winner. Snow went almost 3000 feet in the air before being obliged to make a turn.

In the "dead-stick" landing competition, Crocker Snow won by a comfortable margin. From the given point the nearest wheel of his plane was only six feet away. "Tom" Croce, flying a Travel-Air, came in second, his distance being 19 feet and three inches.

One of the interesting participants in this contest was Mrs. "Teddy" Kenyon of Brookline. She was the only woman in yesterday's part of the programme. Although Mrs. Kenyon, who is a licensed flier with 80 solo hours to her credit, made a creditable showing, her plane landed too far short of the set point to be among the winners.

Parachute Jump Today

The parachute jump by Sergeant Harold J. Kraner, regular army instructor, who was scheduled to perform about 6:30 o'clock last night, was put over until about 5 o'clock tonight on account of the danger yesterday from a strong wind. If the sergeant does his parachute jump today it will be the first time in the entire seven years history of the East Boston Airport that such a performance has been staged there.

Throughout the day the thousands of spectators anxiously awaited the arrival at the Airport of Jimmie Halslip from Chicago in his Travel-Air "Mystery Ship," which is owned and sponsored by the Shell Eastern Petroleum Products Co., Inc. Just as dusk was setting in, however, Captain Albert E. Edson, superintendent of the airport, announced that owing to bad weather the "mystery ship" encountered en route, it was obliged to land in Cleveland. The plane, however, is scheduled to reach the airport at 11 o'clock or shortly thereafter this morning.

Thrills galore for spectators were provided during the air show by Joseph Flint, of Wachusett Airways, who went up in his Moth biplane and daringly rolled, barrel-rolled, looped and spun around, as the crowd stood fairly gasping at his performance.

HERALD 9/6/30

MUSICIAN IS GIVEN KEYS OF BOSTON

Goldman to Lead Ban on Common at Celebration

A move for Boston to assume the leadership of cities in the establishment of a municipal band by next summer is the aim of Edwin Franko Goldman, noted band leader, who came here yesterday to accept the keys of the city from Mayor Curley and consent to lead the municipal band in a tercentenary concert on Boston Common next Tuesday night.

Not only did Goldman pledge his support to the project in which he has already interested prominent Bostonians, but he promised that the annual convention of the Association of Band Leaders in United States and Canada, an organization of which he is president, will be held here this coming spring to further the cause of music in its American Mecca.

The plan was unfolded at a luncheon given Mr. Goldman and members of the press by Mrs. A. Lincoln Filene in the Hotel Copley-Plaza yesterday. Earlier in the morning, Goldman was presented the key by Mayor Curley.

Goldman spoke hopefully of a band similar to that which he himself organized and leads in New York, supported by popular subscription, which plays nightly for 10 weeks each summer, often before audiences of 70,000 persons in Central Park.

He declared the plan not only feasible, but one which would have far-reaching effects as a stimulus to other communities and be a boon to music and music lovers of the nation. Such a band as he proposes for Boston would require a bandstand somewhat larger than the Parkman platform and could be operated on an annual expenditure of about \$50,000.

The idea came to Goldman when he was here last spring to attend the convention of the Musicians' Protective Union, when he conducted a band of 400 musicians drafted from the ranks of Boston artists. The calibre of the men who followed his baton, he said, was such that it astounded him to learn that Boston supports no permanent organization.

PERMANENT BAND IN BOSTON URGED

Goldman Tells of Success in New York

Mrs. A. Lincoln Filene Gives Luncheon in His Honor

There is a movement under way to interest the people of Boston in securing a permanent band. The initial cost for a year is estimated at about \$50,000.

Ways and means were discussed yesterday at a luncheon given by Mrs. A. Lincoln Filene in honor of Edwin Franko Goldman, who for 13 years has conducted a band in Central Park, New York, before an audience often as great as 70,000 persons.

Mr. Goldman will conduct Boston's Tercentenary Municipal Band in a concert at the Tribune, Boston Common, Tuesday evening.

The Tercentenary Band is a temporary organization secured by the city. Walter Smith, premier American trumpet soloist, is its conductor and has 60 prominent Boston musicians at his command.

It is possible that Mr. Goldman will substitute for the baton an unusual wooden key, long, lanky and of intricate design, that Mayor Curley gave him yesterday. It is one of four keys to Boston City made from the oak of a tree on the battle field in Lexington.

Conference Over Band

Mrs. Filene, John M. Casey, city censor and ex-concert pianist, who represented Mayor Curley; Mr. Goldman and Mr. Smith held what amounted to a round-table conference about the establishment of a band that could be Boston's own.

For the first six years Mr. Goldman played in Central Park he raised the money himself. The Guggenheims pay all the expenses now and John D. Rockefeller before that was one of the subscribers, but for six years the band was carried on mostly by contributions varying from \$5 to \$40. Subscription blanks were printed on part of a program containing notations about music and musicians which were distributed at 10 cents apiece.

A factor in stressing the need of a band here, Mr. Goldman said, will be the arrival in Boston the last part of March or early April of the foremost bandmasters of the United States and Canada. They are going to hold a convention here and will try to bring Boston to a realization of what a band of its own would mean.

Classics Popular

The programs in Central Park that draw the greatest throngs are the heaviest classical programs. The all-Russian, the all-French, the all-Italian, the all-Wagner programs prove to Mr. Goldman's mind the common public's ear for what is best.

In New York the concerts cost about \$100,000. Mr. Smith estimated in Boston such a band would cost about \$40,000, but Mr. Goldman believes he would find the cost nearer \$50,000. He believes that \$10,000 would start the band, and the public hearing it would give the rest.

ALTERNATE SIDE PARKING URGED BY THE MAYOR

Would Lift Ban on Streets
in Downtown Business
District of City

SUGGESTION IS STUDIED

Police Run Out of Tags and
Rush Order for 10,000
More Is Issued

Extension of the alternate side parking of autos on Tremont st., originated by Mayor Curley and adopted by the traffic commission, is favored by him for streets in the downtown business district where parking is now banned.

The mayor believes that people should be encouraged to motor to Boston for shopping and other business purposes and that business and the city will benefit only if they are given adequate parking and transportation facilities in the business centers.

The mayor's new plan is being studied by the traffic commission and it is possible that it may be given a trial.

The crusade against illegal parking, opened by the police on Tuesday, came to a sudden ending yesterday. The supply of tags gave out and a rush order for another 10,000 sent the printer.

NEW TAGS TOMORROW

By quick work on the part of the municipal printers, it is hoped that police will be in a position to accommodate other delinquent motorists with tags from the new edition tomorrow.

When the second edition of the little three-way "watch-your-parking-rights" tags is exhausted, it is intimated that a lot four or five times as large will be stocked at police headquarters.

Introduction of the new parking rules has caused complications at the traffic bureau.

Deputy Supt. Thomas F. Goode, in charge of the bureau, said yesterday that proper efficiency could not be attained until a complete filing system was installed.

Under present conditions it is impossible to know at headquarters whether an offender has been tagged once, twice or three times.

NO DISCRETION ALLOWED

The general police attitude toward the new regulations is expressed by Lieut. William P. Gaffney of Station 20, in charge of the downtown section.

"The new regulation has not been in force long enough to warrant an intelligent judgment on how it is going to work out," Lieut. Gaffney said.

"I believe that one mistake in connection with its enforcement is in the fact that a traffic officer is given no discretion. He must enforce the rules regardless of circumstances.

"The most numerous objections which have been registered here are based on the provision that no vehicle with commercial registration shall be allowed to stand for more than 20 minutes for the loading or unloading of its cargo.

"This is an undoubted hardship, particularly in the wholesale district, where it is claimed that an hour is often required for such work."

"We have as yet no figures to show a lessening of accidents due to the new parking or non-parking rule," said A. A. Bonzagni, deputy registrar of motor vehicles, "but my observance of its enforcement in congested districts during the past week leads me to believe that when figures do come in it will be found that conditions have been vastly improved."

EAST BOSTON VETS INSIST ON THEIR PARADE

Mayor Curley's Wishes Disregarded; March Saturday Decided Upon

Disregarding the expressed wish of Mayor Curley, East Boston veterans will parade next Saturday in an East Boston celebration of the Tercentenary.

That decision was reached last night at a meeting of the East Boston Veterans' Council at which were present the commanders of two American Legion posts, the Veterans of Foreign Wars post and a camp of the Spanish War Veterans.

The commanders voted to parade over a two and a half mile route Saturday, starting at 3:30 with approximately 1000 members of the four posts in line, and as many veterans from other sections of Greater Boston as care to march.

The posts will share the expenses and there will be no solicitation of funds, it was decided.

Thus was reopened the controversy which has attended the East Boston celebration plans for three weeks.

CLASH ON MARSHALL

An East Boston Tercentenary committee originally planned an extensive observance, with a parade of civic, military and fraternal units.

Daniel J. O'Connell, general chairman, was elected to be chief marshal. The East Boston Veterans' Council objected on the ground that the honor should be given to a war veteran. Charles D. Miller, holder of the Distinguished Service Medal and commander of the Orient Heights Post, V. F. W., was the council's choice.

The veterans threatened to withdraw unless a man with service record was named chief marshal.

The dispute appeared to be settled with selection of Joseph Rossiter, Civil War veteran, for the post, Rossiter being named at a joint meeting of the citizens' committee and the veterans' council on Thursday night.

On Friday, however, members of the East Boston committee called upon Mayor Curley and asked a donation from the Public Celebrations Fund to defray expenses in part, some contributions having been made by business men of the district.

Mayor Curley said it was his opinion there should be no East Boston celebration, because it might detract from "Boston Day" on the following Wednesday.

CITIZENS WITHDRAW

So the citizens committee called off the planned observance and a refund of contributions was made.

The veterans, however, felt that Mayor Curley and the committee to the contrary, a parade should be held and they so voted at last night's meeting held at the headquarters of Lieut. Lawrence J. Flaherty Post, A. L. Present were William Flanagan, commander of that post, Charles D. Miller of the V. F. W., Maurice Cashman of P. J. Grady Camp, S. W. V., and Frank Sacco, commander of Orient Heights Post, A. L., who presided.

75,000 TO MARCH IN LEGION PARADE

Approximately 75,000 marchers, including 595 bands and drum corps, will take part in the American Legion parade at the national convention in Boston next month.

The parade, headed by Past National Commander Paul V. McNutt as grand marshal, will be between 17 and 21 miles long and will require eight hours to pass a given point, according to Past Department Commander William H. Griffin, chairman of the committee.

MAYOR IN PERSONAL MESSAGE

Asks Councillors to Pass Two Vital Measures

Turning aside traditional procedure in his relations with the City Council, Mayor Curley has established a precedent by writing personal letters to the members, reminding them of their oaths of office and demanding that they co-operate with him in the interest of the city, it was learned last night.

WARNING LETTERS

Councillors admitted that they had received individual letters from the Mayor yesterday warning them that further delay in approving an Elevated bus permit for Massachusetts avenue and a \$50,000 loan order for emergency repairs at the Long Island Hospital would be not only "unjustifiable but inexcusable."

In his message the Mayor urged the Councillors to approve at their meeting tomorrow these two measures which have been held up in the legislative branch of the municipal government for months.

Have Taken Oath of Service

Application for the bus permit was filed by the Elevated as far back as May 26, since which time the car tracks have been removed from Massachusetts avenue and the street railway transportation abandoned between Southampton street and Edward Everett square, where the El seeks to operate a bus line, but no action has been taken by the Council.

"The members of the City Council like myself have taken an oath to serve the people of the city," read the Mayor's message, "and failure to provide for a transportation need as urgent as this particular one is a disregard of that oath."

Blocked Heating Plant Order

Several weeks ago five members of the Council succeeded in blocking the \$50,000 loan order to repair the heating plant serving 1500 patients at the Long Island Hospital, and in the light of subsequent trouble with the boilers, the Mayor now demands that the order be adopted.

Customarily, Boston Mayors have opened war on the Council through official messages read in the assembly or through statements given to the press, but here for the first time the "call down" has been a personal matter, guarded secretly by the Mayor.

Norton Reveals Messages

It was City Councillor, Clement A. Norton of Hyde Park who last night revealed that the messages had been sent out by mail, and in acknowledging the acceptance of the letter he received he announced that he would vote for both measures, which he has favored.

In his messages, the Mayor conceded that it would be "difficult if not impossible" for the Council to agree with him in all public matters, but he protested that upon certain fundamental propositions it would be impossible for them to justify their failure to co-operate for the benefit of the people.

Asks Co-operation Continue

"I have a most profound appreciation for the courtesy and co-operation which the Council has displayed upon all public business," read the Mayor's letters, "and am desirous that the co-operation which is so necessary to the welfare of the city and its people continue."

"I can well appreciate that from time to time there may be matters upon which it will be difficult if not impossible for the Council to share my views," said the Mayor, "but there are certain fundamental propositions upon which it is impossible to justify a failure to co-operate. Two of these measures are now pending before your honorable body—one affecting the health and the other the rights of the people."

Delay Inexcusable

"At a recent meeting of your honorable body certain members saw fit to oppose one of the orders now pending, and since that meeting the matter has been further investigated by the boiler inspection division at the State House. I refer to the change in the heating system at the Long Island Hospital. I feel you will upon inquiry agree with me that this matter should be acted upon at once and that further delay is not only unjustifiable but inexcusable."

"I have received communications from numerous business houses located on Massachusetts avenue, stating that their employees have been greatly inconvenienced since the abandonment of street railway transportation upon Massachusetts avenue between Southampton street and Edward Everett square."

Foresee Adoption of Measure

"The city, at a considerable expenditure of money, smooth-paved this highway, and the car tracks were removed. An application was filed by the local transportation company, Boston Elevated Railway, under date of May 26, for the operation of motor vehicles, and at the present time this application is still in committee."

"The members of the City Council, like myself, have taken an oath to serve the people of the city, and failure to provide for a transportation need as urgent as this particular one is a disregard of that oath, so, I sincerely trust, under the circumstances, that your honorable body will approve of these measures."

PARADE IN EAST BOSTON

Veterans, Wrathful at Curley Decision, to March Sept. 13

Despite the belief that a tercentenary celebration in East Boston on Sept. 13 would be merely a "side show," and that it might detract from the "big show" on Sept. 17 in Boston, members of the Veterans' Council of East Boston held a meeting at the headquarters of the Lawrence J. Flaherty Post, yesterday, and voted unanimously to "go through" with the parade, even if it has to be confined to the members of the four veteran posts there.

G. A. R. VET TO LEAD

At the meeting, attended by the commanders of the four East Boston veteran organizations, it was voted to have Joseph Rossiter, last surviving member of the old Joe Hooker G. A. R. post, lead the parade as chief marshal. The chief of staff will be Charles W. Miller, commander of the Veterans of Foreign Wars post of East Boston and a wearer of the Distinguished Service Cross. His assistant will be Mario Sinatra, another wearer of the Distinguished Service Cross. It is expected that about 2000 veterans will be in the line of march. It was voted to extend invitations to other Greater Boston posts to send their colors and delegations.

Since Friday, when the East Boston tercentenary committee made the announcement that there would be no parade there because the Mayor could not see his way to giving money necessary for the celebration, a wave of disappointment and, in some cases, indignation has swept Noddle Island. Never to the knowledge of some of the oldest residents there has the island been decorated as it is today. Many of the merchants and business houses have gone to some expense in decorating their establishments, and cases are known where some have spent sums of money to prepare floats for the occasion.

At the meeting yesterday a committee was appointed to raise funds from the business men and residents of East Boston to help defray the expenses of the parade. And the parade will not be strictly military. Invitations will be extended to business and civic organizations to join in the occasion; and the veterans expect to have a number of civilians and floats large enough to make a civic division.

The parade is scheduled to start at 3 p. m. It will form at McCormick square, near the airport. From there it will go to Maverick square, then along Meridian street to Central square. From there it will pass along Bennington street to Day square, then along Saratoga street to Orient Heights, where it will disband.

ELABORATE CITY PLANS SOON READY

Great Programme of Tercentenary Festivities

Elaborate plans to climax the tercentenary celebration with the greatest programme of festivities in the city's 300 years will be completed within a few days, so that all will be in readiness for the opening of Boston Week next Sunday.

EXPECT 2,000,000 VISITORS

Outstanding among the events scheduled by the committee at the direction of Mayor Curley are a spectacular parade of 35,000 marchers and 250 floats passing for eight hours through the downtown district, the dedication of the 50,000-founders' memorial on the Common, the "towne meeting" and public reception at Boston Garden to the Lord Mayor of Boston, England, and the round of pageants, band concerts and other events, ending with a great fireworks display on Saturday night, Sept. 20.

Mayor Curley has ordered arrangements made for the accommodation of 2,000,000 visitors who are expected by the committee to come to this city to witness the week's events, in which other cities and towns of the State will present their celebration features of the tercentenary year.

Making Great Preparations

Arrangements are being made to provide special train and rapid-transit facilities, and the hotels, restaurants, lodging and rooming houses will finish their preparations this week for the tremendous crowds. To relieve the business congestion and permit their employees to participate in the celebration, the large firms of the city will close down Wednesday noon for the big parade on that day, which, it is planned, will surpass any other in New England's history.

Coming as special guests of the city, besides his Worship Reuben Salter and other members of the municipal government of London, Eng., are the Governors and Mayors of New England and Canada, together with prominent federal officials.

To Unveil \$50,000 Fountain

Boston's tribute to the founders of the original colony here will open next Sunday with church services, to be followed in the afternoon with band concerts, topped by the Shriners' band on the Common.

The first parade of "Boston Week" will be an illuminated procession of 25 historical floats through the streets of

the city on Monday night, Sept. 15, depicting events in the 300 years of the city's history. These floats, contributed to the celebration by the chief industries of Greater Boston, are now being finished at the State garage at Commonwealth Pier.

As a permanent reminder of Boston's tercentenary observance the \$50,000 bronze and granite fountain, depicting the arrival of Governor Winthrop and his first colonists in 1630, will be unveiled at 2 o'clock on the afternoon of Tuesday, Sept. 16, which will also be primary day in Massachusetts.

Old Towne Meeting in the Garden

Here, in the presence of the distinguished guests of the celebration, the monument will be unveiled by Miss Katherine Winthrop, descendant of the governor. Sherman L. Whipple will preside at this function, presenting Edwin Markham, who has composed a special poem for the occasion, and Secretary of the Navy Charles Francis Adams, descendant of two Presidents, will deliver the oration.

The big night event for Tuesday, Sept. 16, will be the old towne meeting and public reception to Mayor Salter and other distinguished guests at the Boston Garden, starting at 7 p. m. Except for the front rows on the floor and in the balcony, the 18,000 seats in the Garden will be open to the public, the front rows being reserved for distinguished guests.

Schumann-Heink to Sing

At the Garden, Mme. Ernestine Schumann-Heink, coming especially from her villa at Coronado Beach, Calif., will "sing as she never sang before," and other selections will be given by a chorus of 2000 trained voices.

Chairman John F. Fitzgerald of the Boston tercentenary committee will be forced to suppress his interest in primary returns on the fight for governorship in which he is entered to preside at the Garden celebration on Primary night. As speakers he will present Mayor Curley, Secretary of State Fredric W. Cook, representing Governor Allen, his Worship H. E. Lavigneur, Mayor of Quebec; Governor Gardiner of Maine, Superintendent of Schools Jeremiah E. Burke, Major-General Hugh Havelock McLean, Lieutenant-Governor of New Brunswick, Allan Forbes and Lord Mayor Reuben Salter of London, England, the exercises ending at 10 o'clock as a time limit has been placed on the speakers.

150 Bands in Great Parade

Wednesday, Sept. 17, will provide the major outdoor event of the entire year, the great military and civic parade over a three-mile city route, starting at noon.

As chief marshal of the tercentenary parade, Lieutenant-General Edward L. Logan with his staff of 200 prominent Boston civic leaders, has spared no effort to make it the greatest demonstration in the entire history of New England.

In his lineup he will have the pageant float parade and marching tableaux after its first presentation at night, and he has also brought in 10 divisions of soldiers, sailors, marines, school cadets, firemen, Boy Scouts, veterans of the Civil, Indian, Spanish and World wars, fraternal and racial groups, and about 150 bands.

Finishing touches are now being made on the grandstand at the Tremont street mall of the Common where Mayor Curley with the city's distinguished guests will watch the procession pass in review.

MAYOR FAVORS MORE PARKING

Would Let Streets Have Limited Service

Permission for limited parking on all streets, including Washington street and the other arteries of the downtown business district, will be recommended to the Boston Traffic Commission this week by Mayor Curley.

He explained late yesterday that he would abolish the drastic rules which bar all parking in many of the leading streets of the city, expressing the personal opinion that it was not necessary to bar parking in any street.

Instead, he would extend to practically all the streets of the city the new alternating rule which permits parking on one side of important arteries from 1 a. m. to 1 p. m., and then on the other side during the remaining 12 hours of each day.

The Mayor insisted that the business men of the city deserved the co-operation of municipal authorities. He complained that the prohibition of parking worked to the advantage of the downtown garages but he stated that the other business interests in the downtown district should be given consideration.

75,000 IN BIG LEGION MARCH

Parade Here Will Take Over 8 Hours to Pass

The great American Legion parade, to be staged next month as the principal feature of the national convention of the Legion in Boston, will have 75,000 marchers and 395 bands and drum corps, which will comprise a column about 20 miles in length and which will take over eight hours to pass a given point, according to a report issued last night by Chairman William H. Griffin of the parade committee.

Delegations will be here from all the States in the Union and from Alaska, Canada, France, Hawaii, Italy, Mexico, Panama, the Philippine Islands and Porto Rico. The day has been declared a holiday in Boston and vicinity, and it is expected that between 1,000,000 and 1,500,000 persons will view the parade.

The marching will start at 10 a. m., and it is expected that the last division will not cross the finish line until about 6 p. m.

GLOBE 9/7/30

ASKS ALTERNATE PARKING IN CITY

Mayor Favors Plan For Streets Downtown--Urges "L" Tunnel to Brookline Village

Furthering his policy of making the downtown sections of the city more accessible to shoppers, without their incurring the risk of violation of parking ordinances, Mayor Curley yesterday urged his plan for alternate parking on the streets of the business section and announced his intention of conferring with other authorities on the proposed elevated tunnel out Huntington av to Brookline Village.

The Mayor's plan is to permit parking on one side of the street from 1 a m to 1 p m, and on the other side from 1 p m to 1 a m. This in his opinion, is the best plan yet devised to solve the problem. He urged yesterday that the Traffic Commission give this plan a thorough trial in the business section.

Trial a Success

Traffic experts agree that the alternate parking plan has stopped the practice of motorists leaving their cars for long periods. They also agree that it has shown signal success on the streets where it has been tried out. The Mayor anticipates considerable objection may be made to the plan, but he believes that something must be done, and this is the best answer.

The campaign of the police to put a stop to illegal parking at the curbs of downtown streets has made it apparent, the Mayor believes, that shoppers cannot motor to the city's center to do their buying without violating the parking law.

A conference of Boston Elevated representatives, Metropolitan and Boston Planning Boards, with Mayor Curley, was announced by the city's chief executive yesterday as calendared for Tuesday. Before this meeting will go the plan for building a

tunnel out Huntington av to Brookline Village, thereby doing away with surface car tracks.

The Mayor's intention is to have this \$10,000,000 project for extension of the Elevated go before the Legislature in January. Some advocates of the plan believe the tunnel should end at South Huntington av. The Mayor believes the line should run to Brookline Village.

At Tuesday's conference, Mayor Curley will put forward the project of widening Newbury and Boylston sts. His plan calls for cutting 10 feet off the sidewalks on both sides of Newbury st, and for the widening of Boylston st between Arlington and Hereford sts by narrowing the sidewalks.

Behind these plans of the Mayor rests his belief that people should be encouraged to motor to Boston, and that business interests and the city will only benefit if these persons are given adequate parking and transportation facilities in the shopping center.

MAPLETON ST, BRIGHTON, TO HAVE NEW SURFACE

Mapleton st, Brighton, will be resurfaced with sheet asphalt, while granolithic sidewalks will be laid, under a contract signed by Mayor Curley yesterday.

Beatty Construction Company, with a bid of \$9500, won the award.

CURLEY PLANS CITY WORK WITH UNUSED BALANCES

A program to provide additional work during the coming Winter is expected to follow immediately on a conference to be held in the office of Mayor Curley next Tuesday. Department heads and City Auditor Rupert S. Carven have been notified to be present with necessary data.

Mayor Curley will learn from department heads just what departments have work that is not yet completed, and from other departments that have unexpended balances. The unexpended

balances will play a prominent part in providing employment.

MANY SETTLEMENTS IN TUNNEL LAND-TAKINGS

Mayor Curley expressed his pleasure yesterday with the progress that the Boston Transit Commission is making in the settlement of land damages at the Boston-end of the proposed East Boston vehicular tunnel. Already 74 percent of the cases for Boston-end takings have been settled, amounting to \$1,782,630, and there has been tentative settlement of additional damages totaling \$545,050. Owners of property valued at \$679,140 have not been heard from, and whether court action is anticipated is not known at City Hall. The Transit Department took over property in connection with the proposed tunnel and has paid to the city within the last few days taxes amounting to \$45,201.44.

Post 9/7/30

CITY TO CLIP SIDEWALKS

Will Use Space to Widen Back Bay Streets

Famous sidewalks of the Back Bay, which for years have vied with the broad terrasses of Paris boulevards, will soon be clipped by the city under plans being considered by Mayor Curley to relieve traffic congestion through street widenings without great expense to the taxpayers.

The Mayor has conferred with city planning experts on the proposal to widen Boylston and Newbury streets, making them 20 feet broader by shearing away 10 feet of their expansive sidewalks, all the way from Arlington street to Hereford.

This, he said, would relieve traffic congestion on these busy streets without the necessity of purchasing expensive private buildings and land.

PROGRAM COMPLETE FOR TERCENTENARY

Celebration to Open Next Sunday, With Parade of 35,000 Persons Set For Three Days Later

Boston will celebrate its Tercentenary, beginning next Sunday, and hundreds of thousands coming here will be offered not only the greatest program in the history of the city but spectacles never surpassed elsewhere. Mayor James M. Curley and the members of his Boston Tercentenary committee, as well as the business, industrial, civic and fraternal interests of Boston, have spared no expense or effort.

Lieut Gen Edward L. Logan, chief marshal of the parade on Boston Day, Sept 17, is assured of the greatest parade in the history of this section of the country, a parade of 35,000, which will take five or six hours to pass a given point. The parade will start at noon.

Reception to Mayor Salter

Another feature will be the town meeting and public reception to Reuben Salter, Mayor of Boston, England, and other distinguished guests at the Boston Garden, at 7:30 p m Sept 16.

Daily during the week there will be a general display of city and Tercentenary flags, ringing of bells and playing of chimes at noon and 6 p m; exhibits of commerce and industry and trips to Salem, Lexington, Concord, Plymouth and other places of historical interest for visitors.

On Sunday there will be services in churches with special programs. At Quebec, representatives of the city of Boston will meet Mayor Salter as he steps from the liner from England. On Sunday afternoon there will be a concert on Shriners' Common, with the Aleppo Shriners' Band playing.

The dedication of a city health unit at 11 a m Monday will be featured by addresses concerning this pioneering service to the children and people of Boston. At 7:30 p m there will be a street parade of illuminated floats and marching tableaux, picturing 300 years of the history of Boston and Massachusetts.

To Dedicate Memorial

On Sept 16 at 2:30 p m on the Common the memorial to the founders of Boston will be dedicated. The address will be by Secretary of the Navy Charles Francis Adams, and Edward Markham will read a poem. Mayor James M. Curley will preside.

That night the "town meeting" will be held in the Boston Garden. Among the guests will be New England Governors and Mayors as well

as Canadian municipal executives. Mme Schumann-Heink will be guest soloist. The municipal band will play and there will be a children's chorus.

Wednesday, Sept 17, will be parade day, and on Thursday there will be a field day at Franklin Field. In the evening there will be a dinner to distinguished guests.

The 101st Veterans' Band will give a concert on the Common from noon to 2 p m on Friday, Sept 19, and at night at the Tribune on the Common the pageant, "The Soul of America," will be presented.

The ceremonies will close Saturday with a gymnastic and musical program by German societies in the afternoon on the Common, and fireworks at the Charles River Basin and the Strandway at night.

A special feature on the nights of Sept 15, 16, 17, 18, 19 and 20 will be band concerts on the Esplanade by Weymouth Post, A. L., Band.

Dedication Program

The founders' memorial dedication program for Sept 16 follows:

2:30—Music by Municipal Band
3:00—Official party for unveiling ceremony assemble before memorial; unveiling the bronze by Miss Katherine Winthrop.
3:30—Exercises at Tribune: Prelude by band; Chairman Sherman L. Whipple opens program; Mayor James M. Curley presented as the presiding officer; invocation, Rev Dr Henry K. Sherrill; presentation to the City of Boston of the Memorial to the Founders, by Judge Thomas H. Dowd of Commission on Marking Historical Sites; acceptance by the Mayor; selection by male chorus; reading of Tercentenary poem by Edward Markham; selection by band; the oration by Charles Francis Adams; "Star Spangled Banner"; Tercentenary march.

"Towne Meeting" Program

The Towne Meeting program follows:

7:30—Concert by Municipal Band.
7:45—Entrance of guests and participants in procession headed by town crier, pikemen of 1630, National Flag with navy color guard, British flag with color guard of British War Veterans, Canadian flag with color guard; municipal band with color guard of policemen and firemen; placing of the colors; opening selection by chorus of 2000; presentation of the chairman of the Boston Tercentenary Committee, John F. Fitzgerald, by Thomas J. A. Johnson; presentation of the presiding officer, Mayor James M. Curley, by Chairman Fitzgerald.

8:00—Presentation of Frederic W. Cook, Secretary of the Commonwealth, representing Frank G. Allen, Governor of the Commonwealth; presentation of Lt Col H. E. Lavis, M. P., Mayor of Quebec; vocal selections by Mme Schumann-Heink; presentation of William Tudor Gardiner, Governor of Maine; address, "300 Years of Public School Education in Massachusetts," by Jeremiah E. Burke, superintendent of Boston schools; selection by chorus; presentation of Maj Gen Hugh Havelock McLean, Lieutenant Governor of New Brunswick, presentation

Gen G. Allen, Secretary of the Commonwealth, presentation of Reuben Salter, Mayor of Boston, England; response by the Mayor of Boston, Mass.; selection by the bands "And Land Etc."
10:00—Finale, with massed colors, "The Spangled Banner."

Plans for Parade

The Tercentenary parade Sept 17 will be made up of 10 divisions with 35,000 persons in line. There will be two full military divisions; one of independent military organizations; a historical pageant division with 25 floats; a high and Latin School division of boys and girls numbering 8000; a civic and business division; a fraternal organizations and racial groups division; a division of Boy Scouts, Campfire Girls, Girl Scouts and other organizations; a Red Shirt Veterans' division with old-fashioned tubs, and the industrial division, with approximately 100 floats picturing business and industry of Boston.

Gen Logan, chief marshal of the parade, and his staff will be escorted by war veterans of the 101st Infantry, and behind them will be detachments of the Regular Army, Navy and Marine Corps and Gov Allen as commander-in-chief of the National Guard Division, with approximately 3000 soldiers. Following the National Guard will be Mayor Curley and distinguished guests of the city.

Maj Gen Clarence R. Edwards, retired, will head the division composed of veterans of the Civil, Indian, Spanish and World Wars, and his staff will comprise officers of the Civil, Spanish and World Wars. His staff will be a Legion of Valor, men with the Congressional Medal of Honor or the Distinguished Service Cross.

Gen Sullivan at Head

The military and patriotic division composed of State Guard, historical and patriotic societies and uniformed letter carriers and firemen, with the Fire Department 150-piece band, will be led by Brig Gen John J. Sullivan, formerly commander of the old 9th Regiment.

Following the military will be the division of historical floats depicting the history and growth of New England. Col Carroll J. Swan is marshal of the division.

Trailing the floats will be the school-boys and girls in military formation and in uniform; the girls in gym costume. Col Thomas L. Sullivan, chairman of the Transit Commission, will lead the youngsters.

The Retail Board of Trade and other business organizations with floats and tableaux from cities outside of Boston, as well as marchers, will make up the civic and business division.

3000 of K. of C. to March

Maj Gen Francis Henry Appleton is marshal of the division of fraternal organizations and racial groups. Maj Charles T. Harding is his chief of staff. The division promises to be one of the most colorful in the parade.

The Knights of Columbus will be in line 3000 strong, the Loyal Order of Moose will have its band and marchers in line, Swedish societies in native costumes, German singing and gymnastic clubs, Shriners, Grottos and De Molays will offer intricate marching movements, there will be 1000 Scots with the Scotch Lassies' Pipe Band, the Catholic Daughters of America and Massachusetts Catholic Order of Foresters, as well as groups of Syrians, Ukrainians and Armenians in homeland costumes.

James J. Phelan will be marshal of the division of juvenile organizations, with Col Oliver Wolcott, son of the late Gov Wolcott, as his chief of staff; George Y. Berry, marshal of the Red Shirts, and Ex-Lieut Gov Edward P. Barry, marshal of the industrial division.

BUTLER'S SUDDEN OFFENSIVE WAKES UP PRIMARY CAMPAIGN AS VOTING DAY DRAWS CLOSE

By W. E. MULLINS

With all the suddenness of a Cuban hurricane, and with quite as much disturbance, the campaign for the Republican nomination for United States senator was jerked out of its prosaic progress to the primary election next week by the determination of William M. Butler to become the aggressor. He found Eben S. Draper prepared for the blast and now the Republicans are assured of one highly interesting climax.

Undeniably political affairs from a Republican point of view had been extremely dull. True there is an eight-man conflict for the nomination for state treasurer, but at no time since the manoeuvring for that office was begun has there been anything to compare with the terrible battle that was waged two years ago for the nomination for Lieutenant-Governor.

On paper Gov. Allen faces a contest for renomination, but former Mayor John D. Devir of Malden, his opponent, has been exceptionally modest in advancing his claims. He has delivered one or two speeches, chiefly on taxation, and has failed utterly to impress the voters with his presence in the fight. How vastly different from the situation two years ago when Frank A. Goodwin made his military fight against Gov. Allen for the nomination!

Thus far Gov. Allen has chosen to ignore Devir and from information gathered from his friends, he will make not a single speech or lift a finger to obtain the nomination. His strategy in this procedure has been regarded as good politics because he has done absolutely nothing to advertise the presence of his opponent. The result is that scarcely a voter outside the metropolitan district is aware that Allen has a contest.

Close observers of the senatorial contest confess that they are confused. At the outset they were convinced that Butler would win through mathematical certainty, because of the recognition that the Republican is dry at the primaries. Today all those observers not associated actively with the campaign agree that it is a close fight, and that the extent of the vote polled by Mayor Bossy Gillis of Newburyport well may be the determining factor.

LOOMS UP AS A FACTOR

At the outset Gillis was regarded as an obscure figure of no consequence. It looks so close now that he looms up as a factor.

The contest was lifted out of its dull and uninteresting phase by the aggressive radio address delivered by Butler

over the radio Thursday night. That had varying reactions. In the Butler camp it was sincerely regarded as the one big factor which would make certain his nomination. By the Draper forces it was openly interpreted as a gesture of desperation to avoid certain defeat.

The solid feeling of confidence which pervades both sides is curious to the neutral observer. It is easy to trace it. The Butler forces move almost exclusively among friends, and the dark episodes are painted bright. The Draper forces also associate with none but friends, and the picture is painted accordingly for them also. Both sides obviously are sincere in their present sentiment so that one group is destined to be bitterly disappointed and keenly surprised after Sept. 16.

This closing week of the campaign will see both sides operating at terrific speed. The Butler forces are making plans for an imposing climax. In Boston the big demonstration will be made Friday night at Symphony hall, with a public rally over which Gen. Butler Ames will preside. The speakers will be Joseph Walker and the candidate himself.

Admission to the hall will be by ticket. Reservations will be held until 7:45 o'clock, after which the public will be admitted without tickets to take any vacant seats which may remain. That will be the high spot in the Butler campaign, although there are mutterings being heard that something spectacular may be expected from the vicinity of Northampton prior to primary day.

ON THE DEMOCRATIC SIDE

On the Democratic side the most absorbing contest is for Governor. Joseph B. Ely of Westfield is making a gallant single-handed fight against John F. Fitzgerald and his assistant candidate, John J. Cummings, who is concentrating all his fire on Ely. A fortnight ago it was conceded that Fitzgerald would win the nomination handily. Now it is agreed on all sides that he has a terrific fight on his hands, with Ely gaining strength until he has a chance to win.

The participation of Daniel H. Coakley in the contest was somewhat surprising. It was expected that from his "watch tower" he would do a job on Fitzgerald, but his decision openly to support Ely was somewhat surprising. Coakley is performing in characteristic fashion, with his broadsides aimed at what he calls "the three political racketeers"—Mayor Curley, Fitzgerald and Martin Lomasney.

That Coakley was a factor of consequence in the last municipal campaign is admitted, but none can say with any degree of accuracy just how many votes he succeeded in turning away from Mayor Curley to Frederick W. Mansfield. If there were any yardstick by which to measure that, the guessers would have some means of venturing a prediction about the Fitzgerald-Ely contest. He will take some votes away from Fitzgerald.

Ely and Coakley are succeeding fairly well in planting the idea in the minds of the voters that Fitzgerald, if nominated, cannot win. Fitzzy has not been conducting the aggressive campaign that was expected of him. Possibly he has been saving up to concentrate on the last 10 days.

The campaign for the nomination for senator among the Democrats has petered out, chiefly because the shrewd observers see nothing to it but Marcus A. Coolidge. His chances undeniably have been helped by the unfortunate circumstances which removed Joseph F. O'Connell as an active campaigner. With O'Connell forced to halt in the midst of the primary, Thomas C. O'Brien was given the chance to organize his forces in many of the larger cities and now the former district attorney is gaining.

J. W. MCCORMACK'S POSITION

It is in this contest, as well as that for senator, that Congressman John W. McCormack has encountered his troubles. For senator he has come out openly for Coolidge, in fact, accepted a place on his political committee. In the district attorney conflict he has remained neutral. For taking these two positions, threats have been made that a sticker candidate will be put in against him for Congress. John is so strong that a little opposition would not bother him.

Both Foley and Mulhern have been laying claim to the support of Mayor Curley, who has taken a definite position in only a single contest, that for Governor, in which he is supporting Fitzgerald. While remaining neutral in the others, friends of O'Connell insist that he favors their candidate for the Senate, while supporters of Mulhern and Foley have laid claims to his support.

Curley's implied support is worthless because of the uncertainty of rumors, and unless he takes a definite stand will not figure as an aid in any of the other contests. When he does throw his help to any candidate it will be just as definitely known as his position in regard to Fitzgerald now is known.

CURLEY EXPECTS 2,000,000 HERE AT CELEBRATION

Tercentenary Fete Opens
Sunday—To Be Greatest
In City's History

35,000 TO MARCH IN
BOSTON DAY PARADE

Town Meeting at Garden
Is Among Many Events
On Six-Day Program

The greatest and most colorful celebration in the 300 years of history of Boston will start next Sunday and continue for the succeeding six days in observance of the tercentenary of the Massachusetts Bay colony and of the founding of Boston.

Outstanding events in the diversified program which the tercentenary committee and Mayor Curley have prepared for the entertainment of Bostonians and 2,000,000 visitors whom the mayor expects to greet during the week, are the military and civic parade, Wednesday, Sept. 17, in which 35,000 are scheduled to march, the reception at the Boston Garden, Tuesday evening, Sept. 16, to Mayor Reuben Salter of Boston, England, and a long list of governors and mayors, the dedication Tuesday afternoon of the Founders' memorial on the Common, and the field day at Franklin field Thursday, Sept. 18.

Plans for every other event but the Boston day parade have been completed, but the magnitude of the task of arranging the details of the greatest parade ever held in Boston is engaging the constant attention of the chief marshal, Lt. Gen. Edward L. Logan and a corps of several hundred assistants.

CONCERT AT TRIBUNE

Religious services commemorative of the founding of Boston will be held in the churches of the city next Sunday. No definite program has been arranged, but the choice of the greatest parade recognition has been left to the church organizations.

The first outdoor event of the week will be at 3 o'clock Sunday afternoon, when the Aleppo Temple band of 150 pieces will give a concert at the Tribune on the Common.

Two events are listed for Monday, Sept. 15. At 11 A. M. the dedication of the latest George Robert White

health unit, occupying the site of the original unit at Blossom and Parkman streets, West end, will be held. The exercises will be directed by Lt.-Gen. Logan, manager of the White fund.

In the evening at 7:30, the electrical parade of illuminated floats and marching tableaux is scheduled. These floats will depict conspicuous incidents in the history of Boston and Massachusetts.

The dedication of the memorial to the founders will be at 2:30 Tuesday afternoon, Sept. 16. After the unveiling of the memorial which has been erected on the Beacon street edge of the Common, and which will be publicly revealed for the first time when Miss Katherine Winthrop, a lineal descendant of Gov. John Winthrop, draws the cord which will remove the covering of the monument, the official party will march to the Tribune where the formal exercises, directed by Sherman L. Whipple, will be held. Mayor Curley will preside. The invocation will be by the Rt. Rev. Dr. Henry K. Sherrill, and the formal presentation of the memorial will be made by Judge Thomas H. Dowd of the commission on marking historical sites. Following the acceptance by Mayor Curley, an original poem will be read by Edward Markham, and the dedicatory address will be delivered by Secretary of the Navy Charles Francis Adams.

Pretentious arrangements have been made for the Old Towne Meeting in the Boston Garden Tuesday evening at which Mayor Salter and the accompanying officials of Boston, England, will be formally presented to the 25,000 who will crowd the huge auditorium.

Outside of seats on the floor reserved for Governors of a dozen states and other official guests and the reservations in the balcony for the mayors and their parties, the Garden will be thrown open to the public.

The program includes selections by a chorus of 200, the introduction by Thomas J. A. Johnson, official city greeter, of John F. Fitzgerald, chairman of the tercentenary committee, who will present Mayor Curley.

Secretary of State Frederic W. Cook will speak briefly and he will be followed by Lt.-Col. H. E. Lavigne, M. P., mayor of Quebec.

Mme. Ernestine Schumann-Heink will sing a group of three selections and speeches by Gov. William Tudor Gardner of Maine, Supt. of Schools Jeremiah E. Burke, and Maj.-Gen. Hugh Havelock McLean, K. C., V. D., L. L. D., lieutenant-governor of New Brunswick will precede Allan Forbes. Addresses will be limited to five minutes.

Another group of selections by Mme. Schumann-Heink will precede the presentation of Mayor Salter and he will have opportunity to speak for 15 minutes and to present to Boston the tercentenary gift of the municipality of Boston, England. Mayor Curley will limit his acceptance and his remarks to 10 minutes.

10 DIVISIONS IN PARADE

There will be 10 divisions in the Boston day parade, Wednesday. Chief Marshal Logan will be escorted by the war veterans of the 101st infantry, his old command, and they will precede detachments of the army, navy and marine corps, 3000 men of the 26th division, who will be headed by Gov. Allen.

Veterans of the civil, Indian, Spanish and world wars will compose the next division, of which Maj.-Gen. Clarence R. Edwards will be marshal. His escort

will be the Legion of Valor, composed of soldiers who have received the congressional medal of honor or the distinguished service cross.

The military and patriotic division, headed by Brig.-Gen. John J. Sullivan, will be composed of independent military organizations, veterans of the state guard, historical and patriotic societies, Boston letter carriers and the Boston fire department, headed by their own band of 150 pieces.

Col. Carroll J. Swan will be marshal of the 4th division of historical floats.

SCHOOL CHILDREN

The 5th division, with Col. Thomas F. Sullivan as marshal, will consist of 8000 boys and girls of the Boston high schools, including military cadets and girls in gymnasium costumes.

In the civic and business division will be floats, tableaux and marchers from the retail stores of Boston, as well as the floats and other representations from outside cities and towns.

In the division assigned to the fraternal and racial groups, led by Maj.-Gen. Francis H. Appleton, will be several thousand marchers and 50 floats. Among the organizations are the Knights of Columbus, Shriners, Grottos and De Molays, the Swedish and German societies, Odd Fellows, Knights of Pythias, Elks and Red Men, groups of Syrians, Ukrainians and Armenians in native costumes, Scotch clans, the Sons of Italy, the Catholic Order of Foresters and the Catholic Daughters of America.

The juvenile division, of which James J. Phelan will be marshal, will include the Boy and Girl Scouts, Camp Fire Girls and all the boys' clubs of Boston.

George Y. Berry will head the veteran firemen's division and he expects that several thousand red shirted veterans with their hand tubs will march.

Edward P. Barry will lead the industrial division, in which he expects that there will be at least 100 floats typifying business and industry in Boston.

Mayor Curley will marshal the official guests of the city who have been assigned a position directly behind the national guard units.

At Tremont and West streets Gov. Allen and other state officials will be joined by the mayor and his guests and they will review the parade from the Court of Honor on the Common.

Gen. Logan believes that the parade will require from six to seven hours to pass and he plans to give the command to move promptly at noon.

Thursday, Sept. 18 will be given over to a field day which Park Commissioner William P. Long has arranged.

In the evening Mayor Curley will be host to all official guests at a dinner at the Copley-Plaza.

Friday, Sept. 19 will be featured by band concerts on the Common and the presentation of the pageant, "The Soul of America."

On the closing day, Saturday, Sept. 20, German societies will give a gymnastic demonstration and a musical program in the afternoon at the Common and the climax of the celebration will be fireworks displays Saturday night at the Charles River basin and at the Strandway, South Boston.

Mayor Advocates Parking on All Streets on Alternating System

Parking will be permitted on all Boston streets if Mayor Curley is successful in impressing his judgment upon the traffic commission.

He will this week advise the commission to abolish regulations which prohibit parking on certain downtown streets and to add them to the list of thoroughfares where the alternating plan, which he conceived, is enforced.

Personal study of the effect of the alternating plan, which restricts parking to one side of streets between 1 A. M. and 1 P. M., and permits parking on the other side during the succeeding 12 hours has inspired the mayor to believe that there is no necessity for any regulation prohibiting parking on any streets.

It is his opinion, based on observation of the benefits of the alternating plan, that proper police enforcement

will make it possible to allow parking on all streets.

Reports of police traffic experts agree that the new regulation has permanently stopped the practice followed by hundreds of motorists who formerly left their cars for hours on streets where the one hour rule was intended to be effective.

The mayor appreciates that there may be some objection made by garage interests to the lifting of the embargo on parking in certain streets but he feels that the city should encourage persons to motor to Boston and thereby benefit a variety of business concerns.

"I think that we can at least give a fair trial to the plan of permitting parking on all streets," said the mayor yesterday. "If a trial proves that parking should be prohibited, as at present, it will be very simple to re-establish such a regulation."

HAS GIFT FOR BOSTON

Mayor Salter and Party Sail from England

BOSTON, Lincolnshire, England, Sept. 6 (AP)—Bound for Boston, Mass., to attend the tercentenary celebration there, Councillor Reuben Salter, mayor of this city, embarked today on the liner Ascania.

"Our Boston has more than 1000 years of history," Mayor Salter said, "but we are very proud of our 300-year-old protegee in the new world. It will be my first visit to America and I am looking forward to the trip."

Others in the party sailing today included Councillor E. A. Bailey, deputy mayor, and Mrs. Bailey.

Among the party's luggage was a large trunk holding the mayoral robes and chamber decorations. A gift to the American city will be made by Mayor Salter who will present three Georgian spoons which were property of the English town until 200 years ago, when an extravagant city administration sold them. Prominent families of Boston have had the spoons in their possession until recently when a city administration repurchased them.

BACKING OF COUNCIL SOUGHT BY CURLEY

Mayor Disregards Precedent—Writes Personal Letters To Members

Mayor Curley has disregarded the traditional relationship of the city head with the city council by addressing personal letters to its members demanding that they with him in Boston's interests.

The occasion, several councilmen said, was to warn them that further delay in approving an Elevated bus permit for Massachusetts avenue and a \$50,000 loan order for repairs at Long Island Hospital would be "unjustifiable and inexcusable."

In personal letters sent to each member of the city council the mayor reminded them of their oaths of office and urged them to approve the two measures at their meeting tomorrow.

Members of the council said they believed both measures would be adopted at the session.

MANY TO SEEK LARGER PAIDMENTS ON PROPERTY

26 Per Cent. of Owners of East Boston Tunnel Land Plan Fight

Seventy-four per cent. of the owners of property to be taken on the Boston side of the \$16,000,000 East Boston vehicular tunnel have actually or tentatively agreed to accept payment based on the assessed valuation plus 10 per cent.

They represent property upon which damages of \$2,327,680 will be paid by the transit commission. Actually there

have been payments made of \$1,782,630.

The property owners who have not been disposed to confer with the transit commission intend to fight the decision to limit damages to 10 per cent. in excess of assessed valuation. That this group intends to resort to the courts and seek awards by juries has been known for months. It is composed principally of owners who feel that their properties, which the majority have owned for years, are worth far more than the maximum which Mayor Curley has authorized the transit commission to pay.

ASKS BOYLSTON TUBE EXTENSION

Curley Wants Subway to Brookline Village at Cost Of \$10,000,000

TO REQUEST EARLY DECISION ON PLAN

Mayor Curley plans to ask the Legislature in January to authorize an extension of the Boylston street subway to Brookline Village. The estimated cost of this proposed addition to the rapid transit system, which will eliminate all trolley cars on Boylston street and Huntington avenue, and facilitate the movement of vehicular traffic, is \$10,000,000.

The mayor is ready to commit the city to the construction of the subway extension to Brookline Village and he will combat at a conference Tuesday, the belief of the trustees of the Boston Elevated and of the metropolitan planning commission that the terminus of the extension to be made in the immediate future should be at South Huntington avenue.

It is the judgment of Mayor Curley that if any addition to rapid transit facilities is to be made, the subway should reach to Brookline Village, thereby completing a project which is generally favored, in its entirety, rather than to divide it into units.

When the Governor square subway extension was officially discussed early this year, Henry I. Harriman, a trustee of the Elevated, voiced the opinion, regarded as representative of the judgment of the other trustees, that the next most essential addition to the rapid transit system should be a Huntington avenue subway.

Mayor Curley believes that there should be early discussion and decision on the project and he has summoned every municipal and state agency interested in the Boston rapid transit system, as well as the trustees and other representatives of the Elevated to confer with him Tuesday morning at 11 o'clock.